

## **Individuals—Tahoe Regional Planning Agency**





### Kings Beach Commercial Core

To Whom it may concern:

As you know I am a big advocate of keeping four lanes in Kings Beach. We can make four lanes look very attractive and not cause, what will be a major problem in my view, a traffic nightmare!

IT1-1

As you know, there are several reasons for my concern and mostly it comes from the problems Tahoe City sees today. No parking and no business and certainly no thriving downtown business. Just look at the situation that exists when the very people that feed us in North Shore come to visit. They are backed up to Sunnyside or Dollar Hill, spend an hour to get to their destination and then don't have time to spend walking the 20 million dollar sidewalks that were built for them. This problem translates into no sales, no taxes to provide for the improvements and maintenance to go with redevelopment and really unhappy visitors to Lake Tahoe. Soon there is no business (or very little variety) for the visitors and locals to enjoy.

IT1-2

You can also look to the new stop light at National and 28. East bound this summer was backed up several times. West bound was never backed up. Why? Because there is one lane east bound and two lanes west bound. And to further illustrate what happens, there are people looking to park their boats, don't know what they are doing and everyone suffers. This will not be unlike visitors looking for parking in Kings Beach that is one or two blocks off the street. Where is it they will ask, and then stop and look and backup traffic? Look at the new parking in Tahoe City on Jack Pine – Empty! No one can find it!

IT1-3

And all you have to do is ask yourself is this worth 50 million? Well, good responsible planning that takes care of all of us is. Form follows function! Make the four lanes as attractive as possible, keep the parking on 28 where we can and make it look great. Business will come if we build it and STAY if we provide for it. There are local meetings about what to do to promote Kings Beach – have fairs, events, community gatherings and beach activities. Great ideas but where do we park? If we take 100 parking spots off of the street and add 100 new spots we have gained nothing and they are harder to find. Let's add 500 spots, let's get the business to come, let's make the town vibrant and create a community that provides for the locals and visitors.

IT1-4

IT1-5

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However, if they are backed up to Crystal Bay, the people at CalNeva and Incline won't turn west. They just won't come! And either will the people traveling on 267 – they won't turn east and will be backed up how far? And if you think making cars enter the neighborhoods is a good idea so they can hurry to their destination – then why is Steve Frisch playing the death card on his opening statements? That is a poor way to convince anyone to join his crusade – an unbiased one supposedly! Heck, take the bike lanes off the highway! Let them go through the neighborhoods – it's a lot safer and by the way, bikes are only on the road 4-5 months. Visitors and businesses are here all year! We could still have nice sidewalks and parking if you lose the bike lanes through downtown and who wants to get hit by a speeding bicycle? Who wants to open their car door into a bicycle?

IT1-6

IT1-7

Let's make some improvements. Let's get the sidewalks built. Let's leave the turnarounds (whatever they are called) out for now. Let's build the parking – add to it! Let's make the visitors day and have convenient, easy to use parking right on the street. Build a parking structure if we have to that houses many cars. Let the trucks that deliver goods get through on busy weeks and weekends so they will still deliver at a reasonable price. Let the people who want to drive around the Lake come our way – they certainly don't want to go the West Shore and sit in traffic. Let's steal that business! Let's convince the TRPA that sitting in traffic is the same as VMT's – cars spewing fumes into the Lake Tahoe air as they sit waiting to spend their money. It is better that they get parked and spend their money. I for one am counting on that!

IT1-8

IT1-9

And when you have another idea to close off the road like today to "see" the impact – do it on a Saturday in July at 2 PM so you can "see" the impact. May 15<sup>th</sup> on Tuesday at 5 PM is not a good reality check – and it was still backed up!

IT1-10

You know, once we have a ton of parking, business is booming and people are here all year – we can always shrink the road and add turnabouts and make things even prettier if we really need to. It's easy to shrink it. But if we do it now and shoot ourselves in the foot we won't be able to make it bigger once again. We will be stuck with what we have created and it smells bad!

IT1-11

Hope this helps.

Tom Turner



Caliente  
Gar Woods  
Riva Grill

And something new soon.



05/24/07  
FROM SUE  
DANIEL

Good morning to you all, my name is Susan Daniels and I am a 50-year local North Tahoe resident, currently a director on the NTPUD board.

In my position in the public arena, many concerned local business owners have approached me regarding their participation in "consensus gathering" process for the proposed Kings Beach core conversion project.

I have sat in on planning meetings; talked with local business owners and begun to gather solid technical information. I have considered the sales pitch I have witnessed in the process of the county sponsored workshops. I have witnessed bias, frustration, ... and resignation.

I have been witness to a rapidly growing group of citizens that want the safest, most efficient, scientifically based, street and sidewalk design that we can get. Of the choices within the EIR presented to the town, alternative #3, the 4 lane alternative with safer traffic light crossing controls, room for public buses, picture perfect sidewalks, some on street parking and bike lanes... AND future modifications at other key intersections, provides the best answers to our real (but understated) needs.

IT2-1

And remember, with any of the choices, the business owners will be the core of the effected participants. I am speaking here to introduce the intentions of over 45 of these major business owners and main street property owners. And today many of those people will be here in the audience, some will speak, many will cast faith in your understanding of the pertinent facts which face this community and the growth it will undergo in the next few years.

IT2-2

The concerns of the citizens to the process they are experiencing becomes more visible and validated by comparing the needs which should be addressed against the popular belief that the "preferred alternatives" can be effective.

IT2-3

At this point a draft EIR is under discussion: I have provided you a power point handout provided by a traffic modeling engineer that overviews the more technical concerns of the EIR as presented to this date.

Briefly from his report: Core issues include: major impacts of traffic congestion and limited street capacity. We should remember this is simply a major highway that we have going through our town. The EIR purpose and need statement does not consider these directly.

IT2-4



The process of the EIR and its subsequent application to NEPA have inadequacies noted on the 2<sup>nd</sup> page which will need to be addressed.

IT2-5

The Economic health of our core area is potentially threatened by access issues, traffic quagmires and unsafe pedestrian crossing conditions. The traffic statistics on the 3<sup>rd</sup> page briefly reflect the most real concerns for most of the business owners, while the 4<sup>th</sup> page, community, shows why the lack of open participation in the process has caused distrust, anger and resignation on the process and procedure.

IT2-6

Finally, as an essential part of the EIR process, the project goal setting does not reflect adequate input from affected community interests.

IT2-7

Let's all be committed to a practical and pleasurable solution to moving our traffic, our bicycles and our pedestrians safely into, around and through our town.

IT2-8

And in your studies of these reports, please keep in mind the inherent beauty of this little town on the beaches of Lake Tahoe. It once was the crown jewel of the lake, that is why they crowned it "**Kings Beach**".

IT2-9



**Shannon Hatcher**

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**From:** Dan LaPlante [DLaPlant@placer.ca.gov]  
**Sent:** Wednesday, May 30, 2007 2:54 PM  
**To:** Shannon Hatcher  
**Subject:** FW: KBCCIP - a vision

fyi

Dan LaPlante P.E.  
 Department of Public Works, Tahoe Division  
 Associate Engineer  
 10825 Pioneer Trail, Suite 105  
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**From:** Jon-Paul Harries [mailto:jharries@trpa.org]  
**Sent:** Wednesday, May 30, 2007 2:30 PM  
**To:** Dan LaPlante  
**Subject:** FW: KBCCIP - a vision

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**From:** Mike Lefrancois [mailto:mike.lefrancois@gmail.com]  
**Sent:** Wednesday, May 30, 2007 1:57 PM  
**To:** Jon-Paul Harries  
**Subject:** KBCCIP - a vision

Jon-Paul,

I am a resident of the "grid" in Kings Beach and a proponent of Alternative 4. The public process has been very open and I have been educating myself for almost 3 years now as this is a major decision that will change the town. None of the alternatives address all the concerns of the community however Alternative 4 will ensure optimum traffic flow (limited or no on-street parking) and the up most capability for the pedestrian safety and economic benefit. It best achieves the purpose and goal of the Project and is adaptable to the specific needs of the community. There are countless studies, towns, examples of how this works. It is called walkability and unfortunately is not defined well within the EIR. I have provide some interesting links below. The EIR does point out however that wider sidewalks can provide greater economic benefit to the community.

IT3-1

To some this seems counter intuitive. There have en some undercurrents in the community that are attempting (whether they realize or not) to undermine the purpose of the project - pedestrian and bicycle mobility and economic benefit. The shift has been entirely based on traffic which cannot be fully mitigated in any alternative. To have on-street parking sit empty all summer will benefit no-one. Lets celebrate walking and the lake, not the automobile. We live here 52 weeks of the year and should not have to suffer the consequences of a brief summer peak.

IT3-2

Unfortunately there have also been attempts to undermine the Placer County public process to date. To dishonor the hundreds of public comments collected to date would be catastrophic and would set a bad precedent. Polls by various community groups, Pathways 2007 and the recent Sierra Business Council meetings are all consistent in identifying the need for a walkable community.

IT3-3

7/6/2007



I would like to simply say that Kings Beach has incredible potential, and it requires a future vision and careful planning by all stakeholders to reach that potential. The public at large and agencies need to educate themselves heavily to understand what is at stake. As a pedestrian oriented project I have provided some links below that can help you understand how walkability works in conjunction with traffic. Help make Kings Beach a model for a sustainable Lake Tahoe. Thank you for the opportunity to comment.

IT3-4

[www.lgc.org](http://www.lgc.org)

<http://www.roundaboutsusa.com/>

<http://www.alaskaroundabouts.com/>

<http://www.pedestrianfriendly.com/>

<http://www.walksacramento.org/livable.html>

<http://www.walkable.org/library.htm>

the last two have a bunch of great articles.....

Michael Lefrancois

Kings Beach, CA



**Jon-Paul Harries**

**From:** Adrian Tieslau [tieslau@atcivil.com]  
**Sent:** Wednesday, May 30, 2007 12:12 PM  
**To:** Jon-Paul Harries  
**Subject:** Kings Beach Sidewalk comment

Jon-Paul,  
I have a couple of comments on the KB sidewalks EIR.

1. Our office is on the corner of Hwy 28 and Secline Street. We witness the west bound traffic backup extending back into town caused by the signal at Hwy 267 and Hwy 28. I feel that the existing condition and potential conversion to a roundabout of the Hwy 28 / Hwy 267 intersection was not addressed in all of the alternatives. Granted right-of-way acquisition may have to be addressed, but given the scope of this project, it would seem justified to include this intersection in the scope of the project. IT4-1
2. School children from Kings Beach elementary school are routinely flagged across Hwy 28 at the corner of Secline and Hwy 28. None of the alternatives recognize this pedestrian path of travel or include pedestrian crossing of Hwy 28 at Secline Street. IT4-2

Thanks  
Adrian

.....  
  
Adrian Tieslau, P.E.

Tieslau Civil Engineering

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This message and any attachments are intended solely for the recipient and should not be opened, read, or utilized by any other party. Attached drawings shall only be used for contracted projects with Tieslau Civil Engineering.

If you have received this message in error, please call 530.546.0861

5/30/2007

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June 2007

Ellie Waller,

Tahoe Vista Resident, (Po Box 535, Tahoe Vista, CA 96148) and employee of the Tahoe Vista and Kings Beach Post offices.

The Kings Beach Core Improvement has been a five-10 year project. In hind site, I personally believe the road and watershed improvements should have been a separate project from what I'll call a beautification/redevelopment project. An integrated plan would be necessary but separating the two might have helped the community come to a clearly defined consensus. Is a watershed plan and funding still a separate option if Alternative One (no change) is determined because of no community consensus and when would implementation begin ?

IT5-1

The Pathway Project workshops were well attended and most participants could agree on the basic needs for cleaning up Kings Beach and making a sizable investment of our redevelopment dollars to do so. The crucial need for sidewalks (no widths discussed in detail), effectual parking, and lots of it (on street as well as having parking lots in the grid), watershed improvements throughout the whole grid (partial fixes will not work) and the ability to create a walkable, livable, workable community that is pedestrian and bike friendly and can co-exist with 30,000 plus cars in high season, were all topics that the participants agreed upon. Will the Pathways process be accelerated to allow for new community plans to be put in place, as they are outdated and growth projections are incorrect ? These incorrect projections invalidate the ability to accurately assess cumulative impacts. Tahoe Vista alone has 10 plus projects in various stages. Add the casino redevelopment plans at the other side of the Kings Beach Core and the impacts could be significantly greater than what was reviewed and exists as compared to today.

IT5-2

IT5-3

A rift evolved during the Sierra Business Council workshops.

Workshop one identified all four alternatives on pictorial boards. This gave all the participants an opportunity to see a proposed design and talk with design engineers, county reps, etc. Two or three of the "meet the Placer County Staff, etc." meetings would have been helpful as the community members can't always attend on a prescribed date.

IT5-4

The next workshop went into more details and mentioned a downselect would need to happen so the SBC could make a recommendation to Placer County. This is where the disconnect in process occurred.

IT5-5

An additional workshop for the Hispanic community was conducted in Spanish- unfortunately not as well attended as expected but still an excellent outreach effort.

IT5-6



The third workshop was an excellent exercise in public participation. The small simulations of each of the alternatives on the actual road for all to view, helped tremendously in allowing the community to get a feel for what it would be like to cross the street in different lengths (roundabout or signalized), bike lanes and parked cars. The rift became very clear when a creative exercise with fake money became the method of voting. Each individual was given \$1000 to invest in an alternative or divided between several alternatives. Again, two or three more of these would have been helpful and "word of mouth" would have definitely gotten out as a "must attend". The tabulations should be considered inconclusive. The problem with this exercise, was the community was not properly notified that this workshop session and this specific exercise was a vote for a downselect recommendation.

IT5-7

The last workshop was attended by over 250 interested community members and business owners. The four lane proponent group was outraged and asked for another vote. The SBC refused. The meeting proceeded with the guidelines that we would only be allowed to use the three lane alternatives to lay in landscaping, sidewalk width, select parking options, etc. The SBC stated they would comment that the four lane proponents were dissatisfied with the downselect process.

IT5-8

Additionally, another incorrect assumption was presented when the SBC was asked for examples in snow country and the use of roundabouts. Park City, Utah was mentioned and happens to be misrepresented information. The map of the Park City area clearly shows the roundabout as a traffic circle only, with little to no pedestrian activity and is located away from the town center. The Park City traffic engineer was consulted and indicated that he would not recommend a roundabout in high volume pedestrian areas or on a main highway. The Main Street in Park City does not have a single roundabout. Has a comparative analysis in snow country been evaluated and qualified as doable on a Main Street (major and only traveled highway)?

IT5-9

**It is understood that this workshop recommendation is just that, a recommendation. It is not and should not be reported as a community consensus.**

IT5-10

A "Coffee with Kranz" meeting attended by both three and four lane proponents was held recently. It was clear to Supervisor Kranz that a consensus has not been met. He cautioned the group attending that we needed to come to some agreement on a design as there is a possibility that the funding will be allocated elsewhere. He stated the TRPA had asked him what his position was ? He did not have one yet, as the community has not come to consensus. I again ask, will a watershed program still be completed if this DEIR is not approved and when ?

IT5-11



EIR traffic data is misapplied. The problems are largely about capacity not the existence of roundabouts. Capacity issues stem from reducing lanes. It does state that traffic flow will be an issue with any alternative but worse with the roundabouts as it's an intentional calming method to slow down cars. Additionally, calming methods throughout the grid (back streets) will be required and a neighborhood traffic management process will have to be implemented as many will choose to navigate the grid instead of Highway 28 on high volume days. In general, traffic, congestion and delay impacts of any capacity reduction alternative were clearly described and detailed in the project's traffic report. These impacts were classified as "Significant". Based on the stated Purpose and Need in the DEIR, these impacts were given no or minimum weight in evaluation of the various alternatives' performance. This was due to the narrowly defined Purpose and Need which was established without adequate public input for the project. No assessment or recognition of safety and environmental impacts of the traffic through the neighborhoods was included in the DEIR. Will analysis be required for safety and environmental impacts with the diverted traffic in the Final EIR ?

IT5-12

IT5-13

Regarding the proposal to construct roundabouts, no assessment of pedestrian and bicycle safety impacts of an indirect (around the roundabout) vehicular approach to the marked crosswalks paralleling and crossing Hwy 28 with probable safety risk was done. The alternatives presented, fail to consider alternate routing for bicycle lanes and/or paths. Additionally, how does a driver continue forward progress with little to no yield with a constant pedestrian stream that is unregulated for lack of a signalized process ? Will a safety impact study be performed ?

IT5-14

Also cited in the DEIR is that places that have developed pedestrian friendly Main Street areas have done better economically. Will the final EIR provide more evidence of the economic impacts to local businesses and communities of similar projects like Tahoe City where Main Street projects have been implemented? As Noted in "Resorting to Madness" Taking Back Our Mountain Communities: Tahoe City, Truckee, Squaw Valley and Northstar have had losses of viable businesses due to the lack of year round populations that support increased infrastructure and have increasing rents due to so few businesses that can survive. We are only one resort destination and have to compete with many, many ski destinations as well as summer lake destinations.

IT5-15

Another important question: which alternative reduces the most vehicle trips ? There is a tremendous amount of vehicle exhaust and pollution caused by multiple short trips. Which alternative would result in less impact on the Lake and help in improving water clarity by less roadway dust generated ?

IT5-16



The Kings Beach Core Improvement project (as well as all projects) should have a mandatory requirement to address cumulative impacts, not just the individual project mitigations. Development from Stateline (to include the casino redevelopment just two miles away) through the Tahoe Vista Corridor into Carnelian Bay should be evaluated as both are destinations with significant traffic, not just the Highway 267 intersection. Will the Final EIR evaluate the significance of traffic congestion under different North Shore development scenarios, including comparing existing development on the North Shore versus a scenario including future construction of all proposed Tahoe Vista and other North Shore projects? A cumulative effects traffic study for all projects and not just what is stated by growth projections in the outdated community plans?

IT5-17

IT5-18

The roadway plan alone, must confront the issue of environmental carrying capacity and overall population levels in the Basin, then create policies that provide a diverse range of transportation options for the community as well as tourist populations. Has a revamped transportation (bus service) plan, that gets the community to their workplaces, shopping and other services as well as the tourists to their destinations been evaluated?

IT5-19

Additionally, as part of the transportation plan, lessons learned about current bus stops should mandate a covered station for each stop for inclement weather. I work for the Tahoe Vista Post Office and it has become a shelter where people congregate on the covered porch and in lobby during rainy and snowy days, creating an unsafe situation when bus passengers "make a run-for-it" to the bus stop across the street. Have detailed plans for existing as well as new transit stops been evaluated?

IT5-20

This brings me back to my original statement: "Should this be two Kings Beach Core Improvement projects (1) to beautify and enhance the community and (2) a roadway redevelopment and watershed project? Approaches to a consolidated project have made the DEIR enormously large in volume and impossible to address.

IT5-21

Last but not least.... Has an evacuation plan been studied with all options? The Kings Beach area becomes a major artery when Highways 50 and 395 are closed.

IT5-22



From: Dan LaPlante  
Sent: Monday, June 04, 2007 9:01 AM  
To: Shannon Hatcher  
Cc: Maywan Krach  
Subject: FW: Opinion on Kings Beach alternatives

fyi

Dan LaPlante P.E.  
Department of Public Works, Tahoe Division Associate Engineer  
10825 Pioneer Trail, Suite 105  
Truckee, CA 96161  
530-581-6231  
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-----Original Message-----

From: Jon-Paul Harries [mailto:jharries@trpa.org]  
Sent: Sunday, June 03, 2007 7:43 PM  
To: Dan LaPlante  
Subject: FW: Opinion on Kings Beach alternatives

-----Original Message-----

From: David Byam [mailto:dbyam@yahoo.com]  
Sent: Friday, June 01, 2007 11:45 PM  
To: Jon-Paul Harries  
Subject: Opinion on Kings Beach alternatives

Thanks for making such an effort to garner community input on the alternatives. I've been coming to the area for over 30 years and have owned a vacation condo at Kingswood Village for 10 years. I'm extremely excited about the improvements being planned for Kings Beach; I know they'll make a huge difference for the better.

Although any of the three alternatives (ignoring the leave-it-alone option) would be an upgrade, my vote would be for alternative 4, with alternative 2 a close second. I believe alternative 3, with four lanes, is a distant third.

Thanks,  
Dave Byam

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Sick sense of humor? Visit Yahoo! TV's  
Comedy with an Edge to see what's on, when.  
<http://tv.yahoo.com/collections/222>

IT6-1



**Jon-Paul Harries**

**From:** Meera Beser [mbeser@sbcglobal.net]  
**Sent:** Monday, June 04, 2007 8:51 PM  
**To:** Jon-Paul Harries  
**Attachments:** To TRPA et al.doc

Attached please find comments regarding the Kings Beach Core Improvement Project recommendations presented by Sierra Business Council and the DEIR/DEIS report.

A couple of quick comments

- 1) there was no consensus at all in any way
- 2) the "workshops" were orchestrated to arrive at the conclusion they came to in a number of ways and the entire process was terribly flawed
- 3) the DEIR/DEIS was flawed as well in that the "purpose and needs" statement deliberately didn't address the needs of traffic movement through the corridor (although it does indicate that traffic consequences of the alternative #2 or #4 will be immediately "significant and unavoidable")
- 4) the DEIR/DEIS was flawed again in that an alternative for just the BMP's was not included, although mandated by TRPA and the actual reason this project is happening, so the "do nothing" alternative to satisfy NEPA & SEQA cannot be an alternative.
- 5) The traffic consequences as based upon this DEIR/DEIS are significant and include hours of gridlock, less effective pedestrian movement, back street traffic that is considered "unacceptable" and dangerous to pedestrians, as well as severe economic impact to businesses on the highway from lack of access by customers, loss of property by acquisition, and lack of access by vendors and delivery and emergency vehicles.

IT7-1

IT7-2

IT7-3

IT7-4

That being said. Please read the attached document.

Sincerely

Meera Beser  
530-546-9475  
P.O. Box 178  
Kings Beach, CA 96143

6/5/2007



To:

TRPA  
CalTrans  
Federal Highway Commission

This is regarding the Kings Beach Core Improvement Project. This isn't about the division or dissension or really about who's right or who's wrong. It is about what might work and what might not work for the entire community

Everyone on both sides wants a prettier Kings Beach, that's a given. Most everybody thinks that people (even us) drive way to fast on the way to elsewhere and that pedestrians and bicyclists have to work hard to stay safe. In addition we all want the water management issues taken care of so that the Lake itself will stay pretty.

IT7-5

The really big issue is the use of roundabouts as a traffic calming measure and to promote "pedestrian and bicycle safety". Traffic circles are designed to keep traffic moving. According to the people who design and install them, they don't work particularly well when there is our kind of traffic. Pedestrians, en masse, crossing for hours at a time will back up the traffic to dangerous levels. Plus people driving through roundabouts are too busy watching traffic to notice pedestrians. All this will cause serious gridlock with lengthy backups. Gridlock creates more air pollution due to standing traffic which falls into the lake and causes more lake pollution.

IT7-6

In addition, traffic going around the highway gridlock will drive through the back streets which will endanger even more pedestrians. Kings Beach residents do a great deal of walking on those narrow back streets especially around the elementary school and the Boys and Girls Club

IT7-7

People who don't have businesses on the highway, or those that have their own parking lots, have no problem with cutting off streetside parking to the highway. However, even TRPA says that cutting off streetside parking in downtown Carson City destroyed many healthy businesses. They are now trying to recover this lost parking to increase the economic health in their downtown commercial core.

IT7-8

In fact, the Carson City core project is a good example of what does work when trying to beautify a town that has a highway running through it while calming traffic and keeping it moving.

Pedestrian traffic lights work very well at slowing and calming traffic while stopping pedestrians from stringing across the highway for 23 people at a time. When coordinated with the stop lights they can keep traffic moving with few interruptions at a very reasonable speed.

IT7-9



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Sidewalks of 6 feet give plenty of walking room. Make them pretty and meandering, include flowers and some streetscaping. Add a painted bike lane and make sure the businesses have plenty of streetside parking.

IT7-10

Here we have an alternative that addresses all the problems without creating more of its own. Could we please consider a “modified alternative #3 as sketched out above?

IT7-11

All the issues mentioned regarding traffic and pedestrians are in the DEIR/DEIS that was commissioned. The impacts are listed in response to the project alternative #4 as designed and are considered “substantial and unavoidable”.

IT7-12

I am truly concerned about gridlock, pedestrian safety and economic health of this town. I strongly urge you to reject “Alternative 4 with roundabouts and no streetside parking.

In addition, there was no consensus of the “Kings Beach Business Community” regarding Alternatives 2 or 4. I have several hundred names on petitions to prove that point.

IT7-13

Thanks,

Meera Beser



**Jon-Paul Harries**

**From:** Theresa Duggan [theresaduggan@sbcglobal.net]  
**Sent:** Monday, June 04, 2007 12:11 PM  
**To:** Jon-Paul Harries  
**Subject:** KBCCIP comments

Hi JP,

I wanted to comment on the KBCCIP.

I feel very strongly that we should plan for prosperity in our community! I want to see a liveable, walkable, pedestrian friendly, safe for our children and for those of us who bike and enjoy being on "Main Street" in beautiful Kings Beach.

IT8-1

We must remember the goals and objective of the KBCCIP. IT'S THE LAKE, STUPID! It's about water quality and bike and pedestrian safety and it's about a revitalization of the downtown area of a community. It is not about traffic!

IT8-2

I want to prioritize people over cars. I have never seen a car spend money or dine at an outdoor café or walk on the beach or breathe our crisp clean air. In fact don't they encourage just the opposite?

IT8-3

Specifically in the EIS/EIR I am looking for a graph showing the LOS (level of service) that measures safety for PEOPLE! It seems we can measure cars and the traffic they snarl, but no where can we measure pedestrian safety and quality of life that we can enjoy with slower traffic and lower noise levels and higher air quality and a clearer lake.

IT8-4

Over and over again the community has been asked and has answered that we VALUE the Lake, it is what we can all agree on. One year ago, May 23, 2006 at the North Tahoe Community Conference Center, when asked which alternatives were preferred for our downtown, 10 out of 12 tables preferred the three lane alternatives with wide sidewalks. The other two tables didn't have a preference. Not one of the tables preferred the four lane alternative.

IT8-5

When our Place Based Planning Vision came out for Placer County, again, the community spoke to the need to revitalize our built environment, to prioritize redevelopment over new development and to make our communities walkable, liveable and vibrant. It's hard to be vibrant and walkable and liveable with a highway running down the middle of the road!

IT8-6

Either of the three lane alternatives meets the goals and objectives of the project, while at the same time meeting the goals of our vision for our community in the future! I encourage the TRPA to adopt either Alternative 2 or Alternative 4.

IT8-7

Theresa May Duggan  
PO Box 290  
Tahoe Vista, CA 96148-0290

6/4/2007



**Jon-Paul Harries**

**From:** Jeff Cowen  
**Sent:** Wednesday, June 06, 2007 5:01 PM  
**To:** polly smith  
**Cc:** Jon-Paul Harries  
**Subject:** RE: kings beach

Thank you for your comments. I have forwarded this to the planner on the project and he will add it to the comments to be shared with our Governing Board. They may be reviewing the Environmental Impact Statement later this summer. The final project design may come out of that meeting.

Regards,

**JEFF COWEN**  
**COMMUNITY LIAISON**  
**TAHOE REGIONAL PLANNING AGENCY**

JCOWEN@TRPA.ORG  
(775) 589-5278

**From:** polly smith [mailto:rpksmith@charter.net]  
**Sent:** Wednesday, June 06, 2007 4:57 PM  
**To:** Jeff Cowen  
**Subject:** kings beach

**Dear Sir or Madam** I am writing to you with great concern over the selection of an alternative for the Kings Beach sidewalk project. Having attendended most meetings to date concerning this project I have come to the conclusion that alternative 4 has all of the best aspects for our town. I am a business owner in Kings Beach and have been since 1982. A sidewalk of any sort is a necessity for any outdoor shopping district and a 17' sidewalk is a wonderful lure for people to meander through our town. Please put yourselves in the position of a business owner and come to the realization that this town needs this project and can only grow with the beautiful landscape this project will provide.  
sincerely, Richard Smith Sierra Shirts and Shades

IT9-1



**Jon-Paul Harries**

**From:** Jim Gardiner [jim5166y@yahoo.com]  
**Sent:** Friday, June 15, 2007 8:17 AM  
**To:** Jon-Paul Harries  
**Subject:** Kings Beach Commercial Core

Dear Mr. Harris,  
 TRPA

June 7, 2007  
 Greetings,

I have lived IN Kings Beach and have a business and local ties to this diamond in the rough for close to 30 years. I have been attending many meetings from as long as 12 years ago on the core project. Please, I am not boasting but I care a lot about this community and the future of it. Sitting on the highway in my office I see the effects of this 4-lane highway. It opens up and it creates the Hwy 80 effect. Cars race through our small community with no regard for speed or pedestrian. *It is stated in the Kings Beach Community plan that 4 lanes is not pedestrian friendly.*

IT10-1

From the onset we have been plagued with this 4 lane highway which goes through and divides our community. It is the APPEARANCE of this road which holds us back. The road funnels into a two lanes thus creating the back-up which we experience on a few week-ends and holidays each summer. With three lanes you will still have a turn lane so it will not impede traffic within KB. With three lanes it will be a lot safer for the pedestrians and children to cross since there will only be one lane in each direction. The roundabout will slow traffic down while keeping moving without stopping it as a signal. The pedestrians will cross one lane at a time to a center island providing safety. With either the four-lane or the three lane we will have the *same concerns* but we have a unique one of a time opportunity to really improve KB.

IT10-2

I really believe that we can change our community for the better by having the three lane alternative and urge everyone to think about the people of Kings Beach and not be concerned with just using our town as a place to go fast and pass to get to the other end where you will just have to que up the hill into two lanes.

IT10-3

Maybe in the future we will be able to have less traffic by having a better transportation system to get people out of their vehicles once in a while and take buses which will be convenient or new transportation modes like water transit etc.

IT10-4

Let's all think about the future of this small little community and not lose the opportunity of a lifetime. Let's not lose the potential windfall of having nice wide sidewalks and the added redevelopment of Kings Beach.

Jim Gardiner  
 PO Box 9  
 Kings Beach, CA 96143-0009, 530-546-5166

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6/15/2007



**Dan LaPlante**

**From:** Kansas McGahan  
**Sent:** Thursday, June 07, 2007 10:16 AM  
**To:** Dan LaPlante  
**Subject:** FW: North Tahoe - Kings Beach Commercial core project

A good one from Jim Garnier.

**From:** north\_tahoe@yahoogroups.com [mailto:north\_tahoe@yahoogroups.com] **On Behalf Of** JIM5166Y  
**Sent:** Thursday, June 07, 2007 8:38 AM  
**To:** north\_tahoe@yahoogroups.com  
**Subject:** North Tahoe - Kings Beach Commercial core project

*JIM GARNER*

June 7, 2007

Greetings,

I am contacting you about the project in Kings Beach which stands to lose close to \$40,000,000 (40 million dollars). There will not be a project if we as a community and neighbors cannot come to a consensus.

I have lived IN Kings Beach and have a business and local ties to this diamond in the rough for close to 30 years. I have been attending many meetings from as long as 12 years ago on the core project. Please, I am not boasting but I care a lot about this community and the future of it. Sitting on the highway in my office I see the effects of this 4-lane highway. It opens up and it creates the Hwy 80 effect. Cars race through our small community with no regard for speed or pedestrian. It is stated in the Kings Beach Community plan that 4 lanes is not pedestrian friendly.

From the onset we have been plagued with this 4 lane highway which goes through and divides our community. It is the APPEARANCE of this road which holds us back. The road funnels into a two lanes thus creating the back-up which we experience on a few week-ends and holidays each summer. With three lanes you will still have a turn lane so it will not impede traffic within KB. With three lanes it will be a lot safer for the pedestrians and children to cross since there will only be one lane in each direction. The roundabout will slow traffic down while keeping moving without stopping it as a signal. The pedestrians will cross one lane at a time to a center island providing safety. With either the four-lane or the three lane we will have the same concerns but we have a unique one of a time opportunity to really improve KB.

I really believe that we can change our community for the better by

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IT11-1

IT11-2



having the three lane alternative and urge everyone to think about the people of Kings Beach and not be concerned with just using our town as a place to go fast and pass to get to the other end where you will just have to queue up the hill into two lanes.

Maybe in the future we will be able to have less traffic by having a better transportation system to get people out of their vehicles once in a while and take buses which will be convenient or new transportation modes like water transit etc.

Let's all think about the future of this small little community and not lose the opportunity of a lifetime. Let's not lose the potential windfall of having nice wide sidewalks and the added redevelopment of Kings Beach.

Thank you for your time and consideration in this matter.

Jim Gardiner

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Never doubt that a small group of thoughtful, committed citizens can change the world.  
Indeed, it is the only thing that ever has... Margaret Mead

"Whenever the people are well-informed, they can be trusted with their own government;... whenever things get so far wrong as to attract their notice, they may be relied on to set them to rights." ... Thomas Jefferson to Richard Price, 1789. ME 7:253

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IT11-2  
cont.



**Jon-Paul Harries**

**From:** Jeff Cowen  
**Sent:** Tuesday, June 12, 2007 1:25 PM  
**To:** Jon-Paul Harries  
**Subject:** FW: Kings Beach Core Improvement Project

For the comments.

JEFF COWEN  
 COMMUNITY LIAISON  
 TAHOE REGIONAL PLANNING AGENCY

JCOWEN@TRPA.ORG  
 (775) 589-5278

-----Original Message-----

**From:** The Robin's Nest, Lake Tahoe [mailto:tahoerobinsnest@charter.net]  
**Sent:** Thursday, June 07, 2007 10:11 AM  
**To:** Jeff Cowen  
**Subject:** Kings Beach Core Improvement Project

We are retail business owners in the heart of Kings Beach so we are directly affected by this project.

From our perspective, we see traffic travel at 40-50 MPH through our town every day. We need to slow that traffic down for safety sake. We believe that the engineers with their knowledge and studies are best qualified to determine whether 3 or 4 lanes of traffic will best serve this purpose. We have to slow it, but keep it flowing. At this point we prefer the 3 lane alternative (#2 with parking), but do not feel qualified to contribute to this decision.

IT12-1

On street parking 12 months of the year is imperative. We have elderly customers who need to park and have direct access to our store. They are not physically able to park around the corner and down the street then navigate the back streets. These back streets, with their lack of sidewalks, are not pedestrian friendly. (Have you ever walked to the Kings Beach Post Office?) We have local customers that need to be considered. We need them 12 months of the year, and we need to provide them with parking at close proximity. We absolutely need sidewalks. WE DO NOT need 17 foot wide sidewalks. And we definitely do not need street vendors. We pay rent 12 months of the year, even though we make half our yearly income during two months. Fairness dictates that vendors with their temporary permits in front of our stores absolutely should be prohibited.. We have craft fairs on the beach several times during the summer which is fine. We do not need more freeloading vendors in direct competition with local businesses.

IT12-2

IT12-3

IT12-4

Kings beach is the best spot on the lake (a little prejudice). We obviously need improvements, but hopefully we can preserve the quaintness that we all love. Big condo developments have no place here. The middle class visitors and locals deserve a place where they can feel comfortable and welcome. Keep the big developments in Northstar and Squaw Valley. There is room for all of us.

IT12-5

Thank you for your consideration.  
 Carolyn and Marshall Nixon  
 The Robin's Nest



**Jon-Paul Harries**

**From:** tahoerobinsnest [tahoerobinsnest@charter.net]  
**Sent:** Thursday, June 07, 2007 9:44 AM  
**To:** Jon-Paul Harries  
**Subject:** Kings Beach Core Improvement Project

I own a retail business in the heart of Kings Beach so I am directly affected by this project.

From my perspective, I watch traffic travel through our town at 40 - 50 MPH all day long. We need to slow that traffic down for safety sake. Drivers see 4 lanes and think it is a freeway. I think it should be determined by the engineers with all their studies whether 3 or 4 lanes of traffic will slow the traffic down but still keep it flowing. I tend to like the 3 lane and roundabout proposal (#2 with parking), but I don't think I am qualified to contribute to that decision. We need to keep our pedestrians safe.

IT13-1

It is imperative that we have parking 12 months of the year, not 10. I have elderly customers who need to be able to park and come directly into my store. They are not able to park around the corner and down the street and navigate the backroads especially with no pedestrian sidewalks. (Have you ever walked to the Kings Beach Post Office?) We all have local customers, which we need to consider, and we need to keep them coming all year round. On street parking is essential all the time.

IT13-2

We definitely need sidewalks for aesthetics as well as safety. Walking along the street is dangerous and difficult with potholes and uneven walkways and mud puddles. We DO NOT NEED 17 foot wide sidewalks. Street vendors should absolutely be prohibited. I pay rent all year long even though I make half my yearly income in two months of the year. Fairness dictates that vendors should not be able to buy a temporary permit and reap the benefits of those two months at the businessowners expense. We have several craft shows at the beach during the summer which is fine. We do not need additional freeloading competition.

IT13-3

We definitely need improvements, hopefully these will not include big condo projects in our small town. Kings Beach is the best spot on the lake and we need to preserve the quaintness, just improve upon it. We need to keep KB as a place where middle class people and locals feel comfortable and welcome. Keep the big money in Northstar and Squaw Valley. There is room for all of us.

IT13-4

Thank you for your consideration.

Carolyn Nixon

The Robin's Nest .

IT13-5



RECEIVED

JUN 07 2007

TAHOE REGIONAL  
PLANNING AGENCY

To the TRPA Board,

The purpose of this letter is to express our concern regarding the Kings Beach Commercial Core plan. It is our opinion that roundabouts will not work and are certainly not pedestrian friendly. We are strongly in favor of the four lanes of traffic with signal lights. The roundabouts will cause congestion and we must remember that Highway 28 is a State highway and the only highway around our beautiful lake. If the roundabouts create congestion we would be dealing with idling vehicles and therefore creating air pollution, which in time, will affect the lake and the water quality.

IT14-1

No one will argue that Kings Beach could use a spruce-up but the Alternate #2 and #4 do not seem to be the answer. We need to have a highway that is friendly to pedestrians and traffic. In summer months people are crossing the highway to get to and from the beach and pedestrian crossings with signal lights would accommodate everyone and would slow traffic down. The need for 15 foot sidewalks escapes us, also the lack of parking for the businesses in the Commercial Core.

IT14-2

The other item that has not been properly addressed is delivery trucks. Where would they park to deliver to the businesses and how would they maneuver the roundabouts, especially in the winter months? If the 7/11 would only have an entrance/exit on Coon Street, would that not lead to congestion in the Coon Street roundabout? People would need to make a left into that business and it is a busy intersection.

IT14-3

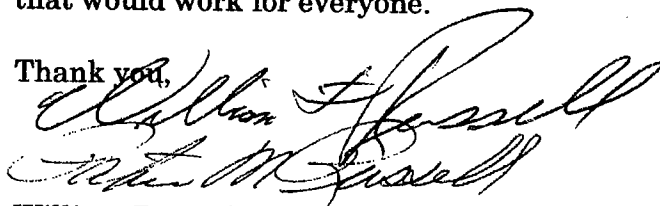
The Kings Beach Post Office is located on Salmon Street near Coon and everyone in Kings Beach needs to go there for their mail. We do not need to have more traffic on the back streets of Kings Beach, which are narrow, with no sidewalks and many children playing. The winter months are treacherous on those back street, as the streets are very icy and hard to navigate.

IT14-4

These are some of our concerns and would hope that you would look at these issues when you address this to the County. Alternate #3 seems to be the one that would work for everyone.

IT14-5

Thank you,



William Russell  
Patricia Russell  
1035 Salisbury Lane  
Kings Beach



**Jon-Paul Harries**

**From:** Ellie [tahoellie@yahoo.com]  
**Sent:** Saturday, June 09, 2007 10:32 PM  
**To:** North Tahoe Group  
**Cc:** Bruce Kranz; Collier Cook Placer County; Jeff Cowen; Jon-Paul Harries; Peter Kraatz; Donohue, Michael; Allen Breuch; Ken Grehm  
**Subject:** A real roundabout simulation

Here's a suggestion.

How about rounding up 100 people- 50 from each group (or more)

50 drivers and 50 pedestrians. The roundabout on Broackway road is close enough to an alternative that it can be used as a simulation. The drivers would be expected to use the roundabout head toward Truckee and turn around and go back through so there is a constant traffic flow like the heavy days in summer. Some should navigate the circle in 3 turns, etc. The pedestrian group will cross from all directions and from the center. We'd need a delivery truck or two to simulate it's size and ability. Maybe a few bicycle riders to ad authenticity. Pedestrians should have strollers, beach gear, etc.

Of course we wouldn't want to shutdown the street- actual people that use the road would be utilizing it too.

~Ellie

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Tahoe Regional  
Planning Agency

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TAL  
PLANNING

Norma J. Carder  
P.O. Box 245  
Crystal Bay, NV 89402

June 10, 2007

Judy Nikkel  
P.O. Box 5310  
Stateline, NV 89449

Dear Judy,

I am writing to you regarding the redevelopment at Kings Beach. I have a business in Kings Beach, Tahoe Sierra Fine Arts. Last week was the first time I had heard of this issue, probably because I have been out of commission for six months with a broken leg.

My business is located at 8645 No. Lake Blvd, a building which is scheduled to be torn down. I live on Park Lane in Brockway Vista, which is also scheduled for huge development. It's obvious that any developer with money can do what ever they like. I have lived at Tahoe since 1949 and have seen continuous development, which always results in a negative impact on the environment and the lake as well as the quality of life. Everything from building at Tahoe Keyes, which filled in the largest nesting area on the Pacific Flyway to Incline Village, Truckee development, the traffic mess that has created, and now dozens of new developments.

The only people who will benefit from all this, are the developers, who will make lots of money at the taxpayers expense, and the bureaucrats who will be able to raise their

IT16-1

IT16-2



own salaries with the additional revenues.

The parking and traffic in Truckee is a good example. The circles are ludicrous, the parking for a handicapped is ridiculous and all the fees apparently go to the towns bureaucrats and not to improving services.

I was able to attend the last meeting of the 4 hearings in May, which was nothing more than a shooting match.

I have joined another group because we were not even allowed to know about alternative #3 which does not include these circles right in the middle of the business section. I also wish the CHP would enforce the existing traffic laws. Every time I try to get out onto Hwy 28 from Park Lane, one takes their life into their hands, because of the contour of the road and the speeders.

It's very obvious the developers and the county officials are going to run small businesses and middleclass homeowners out of the area just as they have done all across the US and Europe as well, in the resort communities.

The TRPA has been the cause of the pollution, the traffic problems, and over-population in this area. TRPA does not mean Tahoe Regional Protection Agency, it is a Planning or Pollution Agency.

Sincerely yours

Norma J. Carole

IT16-2  
cont.

IT16-3

IT16-4

IT16-5

IT16-6

IT16-7



**Jon-Paul Harries**

**From:** Willii browning [williib13@hotmail.com]  
**Sent:** Wednesday, June 13, 2007 12:14 PM  
**To:** Jon-Paul Harries  
**Cc:** Bruce Kranz  
**Subject:** Kings Beach Core

To Whom it may Concern,

Myself and my mother are 17 year Kings Beach residents and are writing to you to strongly express our opinions after the May series of community meetings concerning the two lane or four lane project to come.

We both feel that insufficient notice was given to the seriousness of the meetings concerning the choice of two or four lanes, roundabouts or lights. IT17-1

We both live on Rainbow, two blocks from the beach, she by Coon and myself by Bear. We have seen the traffic grow exponentially over the past years and with it the danger to pedestrians. Going to two lanes and roundabouts would severely endanger the people coming and going to the beach, drive traffic to the backroads endabgering the children living there, and cause massive traffic problems. We have been here, walked here, and seen the current dangerousness and traffic back-ups. IT17-2

We both strongly feel that lights to force the traffic to stop thereby giving everyone, pedestrian and cars alike, an equal time and chance to move is by far the best choice. The Bear and Coon street intersections are the ones we have used for all these years and going to two lanes and roundabouts would be incredibly dangerous for crowds and even slow times. We cannot strongly enough express these opinions and look forward to attending all future planning meetings. IT17-3

Thank You for Your Time.

William and Betty Browning

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<http://mobile.msn.com>



Tahoe Regional Planning Agency  
P.O. Box 5310  
Stateline, Nevada 89449

June 14, 2007

Dear Sirs,

This is a list of our concerns about the Kings Beach Commercial Core Improvement Project:

- |   |        |
|---|--------|
| 1. Bicycles mixing it up with HWY. 28 traffic is a safety issue that has not been addressed. Why not give them a bike lane on an alternative street. Perhaps a loop around the core. It could be family friendly.   | IT18-1 |
| 2. With the present configuration, off street parking is only on North side of HWY. 28, other than paid state beach parking, creating a safety hazard of increased numbers of people having to cross the highway to access businesses. This will also contribute to traffic flow interruptions. Parking should be provided on street or in many unpaid convenient locations on the South Side of HWY. 28.   | IT18-2 |
| 3. With the proposed off street parking loss, employees will be forced to seek these off street lots. This will reduce spaces available for our eagerly awaited tourists. There are tenants in buildings downtown that will also be seeking a place to park overnight. Another reason for on street parking.  | IT18-3 |
| 4. With ADA requirements being needed, have you considered that there are still people with mobility problems, (elderly, moms and babies, temporarily immobile), that will be unable to access businesses easily, not even taking in consideration of the 6 or more months of ice, slush and snow to maneuver. Maybe short term parking zones that would provide safe areas for drop off or 15 to 20 minute parking.  | IT18-4 |
| 5. Community deliveries are necessary for businesses. Where will they park? Large Semis presently park on the street even for businesses that have off street parking. It was said, they were going to give deliveries a time frame before 6 in the morning. Fed Ex, UPS, and supplies have to go to other communities also and certainly they can't time it only with Kings Beach's needs primarily. Another reason for temporary on street parking zones. | IT18-5 |



6. The roundabout idea does not provide a right away for pedestrians. The pedestrian is left to seek a break in the traffic before they are able to dodge cars. A safe zone is needed in the crossing area. IT18-6
7. There seems to be a lopsided financial cost expected for the commercial property owners, with the assessment and deeded back right of ways as well as the high maintenance costs. If the community wants these improvements, they should have a proportionate share of the expense of this choice. IT18-7
8. There is a lack of manpower to enforce present code enforcement for signage and other design and review issues. If the new alternative includes sidewalk vendors in front of present businesses, how will they be reviewed for appearances and what parking, bathrooms, ect. will they be impacting? IT18-8

Thank you,

John and Julie Wainscoat  
8710 North Lake Blvd. Box 486  
Kings Beach, Ca. 96143  
530 546 2431

Cc  
TRPA, California Department of Transportation



**Shannon Hatcher**

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**From:** Jon-Paul Harries [jharries@trpa.org]  
**Sent:** Friday, June 22, 2007 11:29 AM  
**To:** Dan LaPlante  
**Subject:** FW: In favor of Roundabouts

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**From:** Cammie Anooshian [mailto:home@atcivil.com]  
**Sent:** Fri 6/15/2007 11:31 PM  
**To:** Jon-Paul Harries  
**Subject:** In favor of Roundabouts

Hello - I am a resident of Kings Beach in favor of roundabouts. My husband and I live here with our two small children. I attended the three workshops lead by the Sierra Business Council and I do believe that there has been a facilitator bias favoring options 3 and 4 ( I happen to agree with the facilitators). I also recognize the feelings of business owners and residents who fear significant changes to their businesses/ living spaces resulting from roundabouts and fewer lanes. I still want this change. I want traffic to be slow enough that a dog or a child that strays into the road - still has a chance. I want traffic to be regulated by people and not lights.....constant movement....determined by people and not by mechanical devices that require upkeep, energy, and look terrible. I want downtown to become a place where I can be a pedestrian....where I can be calm - and be with my children (who's walking patterns will take the widest sidewalks they can get). That's all - a friend emailed this contact address to me - said it was important that I give my opinion.

IT19-1

IT19-2

Thankyou, Cammie Anooshian



**Shannon Hatcher**

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**From:** Jon-Paul Harries [jharries@trpa.org]  
**Sent:** Friday, June 22, 2007 11:29 AM  
**To:** Dan LaPlante  
**Subject:** FW: Kings Beach Road Improvements

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**From:** Sean Cleary [mailto:sean.cleary@garydavisgroup.com]  
**Sent:** Fri 6/15/2007 5:06 PM  
**To:** Jon-Paul Harries  
**Cc:** 'Michael Lefrancois'  
**Subject:** Kings Beach Road Improvements

Dear Mr. Harries,

I am a resident of Kings Beach and would like to take the opportunity to comment on the proposed road improvements for Highway 28. I have only been involved minimally with the community planning efforts, but I have been presented with the opportunity many times. I appreciate the effort Placer County and community leaders have spent to include local residents input in the planning of these road improvements.

IT20-1

Kings Beach desperately needs safer pedestrian access along Highway 28. In my mind this supersedes all other concerns. I have personally witnessed the immediate aftermath of a pedestrian fatality less than two blocks from where my children live. There have been numerous pedestrian vehicle collisions in less than the two years I have been a resident. My experiences in walking to the beach from my house with a baby in a stroller has often been ridiculously unsafe. Many places along my route I have to walk along the narrow shoulder of the highway next to vehicles traveling over 40 miles per hour less than 5 feet away from my baby girl. There is absolutely no safe travel route for bicycles or pedestrians that currently exists. That is a disgrace for a community that is centered around small town life and a healthy recreational lifestyle.

IT20-2

Accommodating excessive tourist traffic or rapid vehicle speeds are issues that should be placed far below the health and safety of the local residents and visitors to Kings Beach. I support a community that is much more friendly to pedestrian and bike traffic. All efforts must be made to slow traffic down so that no more pedestrians leave Kings Beach in a body bag. Opposition to this proposal only facilitates vehicles to travel through Kings Beach at high speeds and not stop and enjoy the quality of life found on the north shore. Opposing proposals to improve community health and safety given the public outcry for safety is unconscionable. For public agencies such as TRPA, Cal Trans, and Placer County to oppose or ignore such proposals is negligence at the expense of our children's lives.

IT20-3

It appears Placer County community planning efforts have identified safety as being paramount to the redevelopment project. For this reason alone I support the proposed redevelopment project of Kings Beach. Any additional safe pedestrian access is welcome to the residents of Kings Beach. The other countless benefits to our community such as quality of life and economic vibrancy are also essential elements of the proposal that also need to be acknowledged.

IT20-4

Thank you for allowing the public to voice our concerns regarding this crucial proposal.

Sean Cleary  
Project Engineer  
Gary Davis Group  
P.O. Box 7409  
Tahoe City, CA 96145  
ph: 530-583-9222 ext. 19  
fax: 530-583-9294

6/25/2007



**Shannon Hatcher**

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**From:** Jon-Paul Harries [jharries@trpa.org]  
**Sent:** Friday, June 22, 2007 11:38 AM  
**To:** Dan LaPlante  
**Subject:** FW: kings beach core project

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**From:** Jeff Cutler [mailto:jeff@dreamslice.com]  
**Sent:** Fri 6/15/2007 2:28 PM  
**To:** Jon-Paul Harries  
**Subject:** kings beach core project

Hello Jon Paul,

I'm writing to express my support for the Kings Beach Commercial Core Project process and results. I have been too busy to attend the numerous meetings, but as a long-time Kings Beach resident I have been excited about the process from the first notice I received. My wife Carina Cutler has been attending some of the workshops and participating.

IT21-1

We both feel the process has been extremely well thought through, organized and carried out to obtain maximum public input. We are very excited about the future Kings Beach becoming a more pedestrian friendly and functional community, and are in full support of the alternative selected.

It was with great dismay that I began (very late in the whole process I might add) to hear that a minority interest group had decided they did not like the process and was going to try to derail it. It is my impression that this minority group is comprised mostly of folks who have watched for years as Kings Beach has failed to take any initiative to improve itself. They have neither the energy nor the vision to put forward a project proposal that could garner public support, solve traffic and pedestrian conflicts, pass environmental review, and have enough creativity to harness the public energy and dollars needed to create a successful community transformation.

IT21-2

Please include my comments in the record.

Best Regards-

Jeff Cutler, Esq.; Realtor, RSPS, e-PRO  
Dreamslice International  
[www.dreamslice.com](http://www.dreamslice.com)  
800-896-1167 voice and fax--email:jeff@dreamslice.com

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6/25/2007



**Shannon Hatcher**

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**From:** Jon-Paul Harries [jharries@trpa.org]  
**Sent:** Friday, June 22, 2007 11:29 AM  
**To:** Dan LaPlante  
**Subject:** FW: Kings Beach vision

---

**From:** Monte Gants [mailto:montegants@hotmail.com]  
**Sent:** Fri 6/15/2007 3:03 PM  
**To:** Jon-Paul Harries  
**Subject:** Kings Beach vision

Jon-Paul,

Hello, my name is Monte Gants. I am a Homeowner in Kings Beach, 8229 Dolly Varden to be exact. I would like to tell you what I am hoping will result from the planned 'Core Improvement Project' currently being decided upon.

It is my hope that Kings Beach will get the much needed face lift that has been talked about for some time now. My vision is a downtown that is not only safe for pedestrian and bicycle traffic, but attractive and alluring to tourists and locals alike. I am currently spending time in Santa Cruz, and it just amazes me why we don't have a 'main street' in Kings Beach like there is here. People gather all about on there way through to enjoy the pleasant days and nights, all the while spending their money. The atmosphere makes people want to return time and time again. The way i see it, there is no reason why Kings Beach cannot have the same atmosphere with the back drop of Lake Tahoe to boot! Everyone who visits the North Shore of Lake Tahoe is basically forced to go through KB. Why not invite them to slow down and stay a while in a pretty, welcoming town instead of keep giving them the opportunity to speed up without a second glance at the town because it is just a blur in their rear view mirror? This can only be done with the 3 lane option which includes roundabouts. I say this knowing full well this will result in increased traffic being re-routed directly in front of my house.

IT22-1

IT22-2

It is time Kings Beach took advantage of its location while at the same time show all who visit the North Shore of Lake Tahoe that we are proud of this beautiful place in which we live.

Thanks you very much for your time and consideration. Best Regards, Monte Gants

PS - Please feel free to contact me if you have any further questions (530) 448-9819.

---

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6/25/2007



**Sent:** Friday, June 15, 2007 11:41 AM  
**To:** Jon-Paul Harries  
**Subject:** More comments on KBCCIP

JP,

I want to make sure you got his GREAT op-ed piece from Today's Sierra Sun. It speaks VOLUMES of what we are facing up here.

Please make sure this is part of the official FEIS comments!

Thanks

Theresa May Duggan  
 Tahoe Vista

 Sierra Sun

## **My Turn: Stand up and be counted if you want a better Kings Beach**

**By Peter Morris**  
**June 15, 2007**

Dear Silent Majority of Kings Beach: For your own sakes, stand up and be counted.

Stay silent and snatch defeat from the jaws of victory. The vocal minority is out there.

There should be, and (all parties please note) can be, no equivocation that the vast majority — the vast majority — want to see a more beautiful, safer and engaging downtown.

I have participated in the KB Improvement Project, attended meetings, educated myself, spoken to those professionally engaged and to mere residents like myself.

Everyone who has involved themselves in this very public process can see that the consensus arrived at has been fair, equitable and transparent.

Now hearing the vocal minority start claiming 'foul' and wanting to usurp the process would be laughable if it were not so worrying.

It is simultaneously exciting, saddening, stimulating and frustrating that we have to extend debate about our town's future through the auspices of a local paper.

Exciting, because we are finally conversing about improving the sad, ugly and down-at-heel town we call home. Saddening though, because rather than cheering about how great things will finally be, we have to debate whether a town-center freeway would actually be better for our little diamond in the rough, beside the jewel of the Sierra.

Stimulating because passions are running high, yet frustrating because, as so often the case when many good people try to do good things, the vocal minority begins shouting like spoiled children until they — and they alone — get their way.

IT23-1



To all I say "Enough! The process was clear, transparent and very well run. The majority has agreed the way forward."

IT23-1  
cont.

To the silent majority I add "Do not let all your hard work go to naught, the fight for our future is only just beginning."

I could surely join the chorus of voices who laud the three-lane and roundabouts outcome, and I do in every way possible. But I have a stronger, more urgent plea: Let us not waste time debating. Let us instead sing loud and proud about the great future we have finally chosen. Let us fill the letter section of this and every newspaper with triumphant excitement. Let us fill the letter box and e-mail of Supervisor Kranz with confirmation of our decision. Let us actually tell the world that we, the silent majority, have achieved something really great and we cannot wait to start.

Let us put up banners throughout town, cheering the brave new dawn. Let us show that we look forward to safer roads, to beautiful streetscapes and to realizing the wonderfully revived town we will be proud to call home. Let us form our own 'Supporters of Kings Beach' group and campaign together.

IT23-2

So, Silent Majority, we likely never will quieten the unrepresentative vocal minority.

But if we do not at least try to overcome their selfish cries with our banner of truth, we will only have ourselves to blame.

Stand up and be counted if you want a better Kings Beach.

Peter Morris is a Kings Beach resident.

---

**BACK** ☐

Theresa May Duggan  
Regional Planning Partners  
[www.regionalplanningpartners.com](http://www.regionalplanningpartners.com)  
530-386-0479 Cell



W. Wyatt Ogilvy  
Post Office Box 1636  
Kings Beach, CA 96143  
(530) 546-2632

June 15, 2007

Jon Paul Harries  
Tahoe Regional Planning Agency  
128 Market Street  
Stateline, NV 89449

**Subject: Kings Beach Commercial Core Improvement Project  
Draft Environmental Impact Statement Comments**

Dear Mr. Harries,

Thank you for the opportunity to provide comments on the Kings Beach Commercial Core Improvement Project (CCIP), Draft Environmental Impact Statement /Environmental Impact Report/Environmental Assessment (DEIS). This project has great potential to increase pedestrian safety, encourage alternate modes of transportation and revitalize the economic vitality of this community.

IT24-1

I strongly support the hybrid alternative developed by community participants in a series of Placer County sponsored workshops as facilitated by the Sierra Business Council. This community-developed alternative best addresses the project purpose and need, in addition to the identified needs of Kings Beach residents and business owners.

As a local small-business owner, resident and landowner in Kings Beach, over the past six years I have attended numerous public meetings related to the design and development of this project. From its inception I have supported utilizing roundabouts to slow traffic in the commercial core, increase pedestrian safety and contribute to the aesthetic and economic vitality of this unique town. Having reviewed the DEIS and participated in informational public meetings related to this document, my position is unchanged.

IT24-2

Following are specific items that I believe should be addressed in the Final Environmental Impact Statement (FEIS):

Scenic and Aesthetic Character

Clearly, Alternatives 2, 4 and the community-developed hybrid alternative all place an emphasis on accomplishing this project goal through greater emphasis on the character of the Kings Beach Community than the ability to get from one end of the commercial core to the other. In consideration of alternative, preference needs to be given to adherence to

IT24-3



June 15, 2007  
Jon Paul Harries  
Tahoe Regional Planning Agency  
Draft EIS Comments  
Page Two

project goals for this community 365 days a year, not the needs of residents and tourist at periods of peak demand.

IT24-3  
cont.

#### Traffic Impacts

The DEIS illustrates that, irregardless of the alternative selected, traffic in the future will degrade the current Roadway Level of Service in the Commercial Core. This will result in an increase in Average Daily Traffic on Residential Streets in Kings Beach in all project alternatives. The FEIS should include measures that address traffic calming measures to mitigate any potential resulting impacts on Residential Streets.

IT24-4

#### Economic Impacts

As point of fact, the DEIS states that "having less pedestrian and bicycle mobility under the four-lane alternative could result in fewer economic benefits to the KBCC area than would occur under the three-lane alternative....," without reference to any empirical evidence. The FEIS should provide data from other communities in the Western United States that been re-designed from automobile-oriented to pedestrian-oriented commercial districts. including studies that indicate sales are much higher per sq ft. for stores located in revitalized, pedestrian-friendly, main street redevelopment areas.

IT24-5

#### Case Studies

My support of the community-developed roundabout alternative is based on personal experience with similar applications in the Oregon communities of Portland and Bend. The City of Portland has incorporated roundabouts as a successful method of traffic calming for pedestrian-oriented development resulting in aesthetic improvements and increased economic vitality. Reference to specific case studies, related to the CCIP project goals, from the implementation of roundabouts should be provided in the FEIS for reference by decision makers and the public.

IT24-6

Thank you for your efforts as they relate to the review of this project and the selection of a preferred alternative. I am confident that the TRPA Governing Board and Placer County Board of Supervisors will select a preferred project alternative that meets the project goals and community needs.

IT24-7

Sincerely,

Wyatt Ogilvy



**Shannon Hatcher**

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**From:** Jon-Paul Harries [jharries@trpa.org]  
**Sent:** Friday, June 22, 2007 11:38 AM  
**To:** Dan LaPlante  
**Subject:** FW: Kings Beach Commercial Core Comments

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**From:** Rick Papaleo [mailto:rick@redwoodinternet.com]  
**Sent:** Fri 6/15/2007 12:06 PM  
**To:** Jon-Paul Harries  
**Subject:** Kings Beach Commercial Core Comments

Dear Jon-Paul Harries,

I am a Kings Beach resident and would like to provide my comments regarding the Kings Beach Commercial Core Improvement Project. I have regularly attended the meetings regarding this project for the past seven years because I believe Kings Beach has so much potential. I regularly walk, bike, and drive through this town, and currently all three activities are not pleasant. I support a hybrid of alternatives 4 and 2 for several reasons.

IT25-1

The four-lane road with traffic lights is not only aesthetically unappealing, it also enables drivers to speed, pass, and make frequent lane changes. The traffic lights encourage drivers to accelerate when they have a green light while creating a noisy and unpleasant stop and go driving pattern. When this traffic pattern is combined with pedestrians crossing the enormous distance across the four-lane highway, the experience for both drivers and pedestrians becomes dangerous.

IT25-2

This project is about more than moving as much traffic through town as possible during the few busy days each summer. The three-lane alternatives with roundabouts provide the greatest environmental, economic, and social benefits for many reasons.

IT25-3

Environmentally, three-lanes are the best alternative. Wider sidewalks next to slow, steady traffic will create a more pleasing walking experience. This will encourage visitors and residents to leave their cars and walk rather than drive to the various destinations in town. The walking experience is more enjoyable on sidewalks next to a slow and steady traffic flow rather than four-lanes of noisy, accelerating traffic. In addition to the environmental benefits of less driving, a steady flow of traffic without unattractive stoplights and stop-and-go traffic patterns are more appropriate for the shores of Lake Tahoe.

IT25-4

Three-lanes will be safer, providing pedestrians with a shorter distance to walk across the road while slowing down traffic. The four-lane road enables drivers to focus on passing other cars rather than yielding to pedestrians. As a resident, I have personal experience with the difficulty of crossing the four-lanes, and I have witnessed three people get hit by cars in Kings Beach.

IT25-5

6/25/2007



A three-lane road with on street parking in some areas and wide sidewalks in other areas will provide the best economic and social benefits for the town. Wider sidewalks will enable more attractions such as vendors, exhibits, and outside dining. Such activities are more appealing next to a three-lane road rather than a four-lane highway. The three-lanes also provide a pleasant driving experience through Kings Beach – more of a progression that would encourage drivers to pay more attention to what is happening in the town rather than accelerate through it.

IT25-6

IT25-7

As you know, there are many issues to consider, more than I wish to bring up in this note. I wish to express my support for the numerous organizations that have endorsed the three-lane alternatives. I believe the vast majority of informed Kings Beach residents are in favor of three-lanes. I wish to also express my disapproval of the “Kings Beach Business and Citizen’s Alliance” attempts to use scare tactics and misinformation to collect signatures for their petition in favor of the four-lane highway.

IT25-8

Please help us make Kings Beach a walkable community by supporting a three-lane alternative.

IT25-9

Thank you for your consideration,

Rick Papaleo  
PO Box 2529  
8856 Minnow  
Kings Beach, CA



Regina Straver  
PO Box 1933  
Kings Beach, CA 96143

June 15, 2007

RECEIVED  
JUN 19 2007  
PLACER REGIONAL  
PLANNING AGENCY

Re: Kings Beach Core Improvement Project

Dear TRPA,

I would like to submit a "public comment" concerning the "Kings Beach Commercial Core Improvement Project" (KBCCIP). My husband and I are homeowners in Kings Beach. We have been residents for 11 years. Before that I was a resident of Incline Village (for 16 years) and before that the Tahoe City area (Dollar Hill).

I have been involved with the KBCCIP since the days when it was then estimated at 12 million dollars to complete. In those days Rex Bloomfeild was our County Supervisor and there was no "Sierra Business Council" (SBC) involved in the project. However, we did have a "Kings Beach Community Action Committee" (KBCAC) at that time.

The KBCAC was formed to address specific issues endemic only to Kings Beach and related to the living conditions in the community (including litter control, snow removal, graffiti, substandard housing, zonal violations, etc.). Our mandate had nothing to do with the Commercial Core Improvement Project. In fact, I do not believe we were even aware of it at the time. However, years later, personnel from Placer County came to us and asked us to involve our organization in the Core Improvement Project. Even though we had not been originally set up to do this kind of "consensus" work, we delved into it wholeheartedly. We were a committee of five core members and about 85 "signed-up" homeowners and residents. With what resources we had we went to work, renting space at the Kings Beach Community Center and holding meetings on the subject. Also, we tried to get as many interested residents to attend the county meetings as well, and, most of all, we endeavored to educate ourselves and others on the alternatives presented.

Given all the time and labor we expended we thought we did a good job, and, at the end of what we thought was the cycle of community input, we felt we had reached a definitive community consensus. That consensus was for a 3 lane pedestrian friendly alternative with roundabouts. What the Sierra Business Council did was only reaffirm, in a far more scientific, exhaustive and complete manner, the conclusions we had come to many years earlier as a smaller, and less endowed organization.

Now, if I may, I would like to relate my personal experiences consequent to the final KBCAC endeavors in 2002 and it's disbandment later that year. In 2006 a Placer County employee connected to the KB Core Improvement Project came to my house and asked me to involve myself with the community input on the project, this time as a single citizen. I shook my head and responded that there was no way I was going to get on that merry-go-round again when I already knew what the outcome was going to be. How did I know? Because back in 2002 we ran into a brick wall called city hall, and you can't fight city hall...especially when city hall not only consists of outside influences who want to make Kings Beach a speedway, but, has at it's backbone the juggernaut CalTrans. In my research (back in 2002) I was told that basically CalTrans did not favor a 3 lane

IT26-1

IT26-2



alternative with roundabouts. Then, as if to substantiate what I had been told, CalTrans held a community meeting and pulled out their big guns (and CalTrans has some big guns) with one powerpoint presentation after another, with statistics and graphs to dazzle, and intimidate, the most ardent roundabout supporter. Even though some expressed concern over back street traffic, the majority of our members continued to support the three lane concept. And then the issue of the KBCCIP just seemed to disappear until at a later meeting it was announced that the cost of the project had risen to around 27 million dollars. I "thought" the project was dead, and that CalTrans would find ways to delay the project until the costs became prohibitive, thus, they could then keep their 4 lane highway purely through default.

IT26-2  
cont.

Fast forward to the present years. After being asked to re-involve myself with the project I am told things have changed, CalTrans has since had experience with roundabouts that they built in Truckee. Minds are not as closed as they once were. I was not surprised since I knew roundabouts worked...I knew that back in 2002 as well because they worked quite well in my husbands home town of Leerdam, The Netherlands...and they have been working for decades without people driving through the back streets. That is something to ponder considering The Netherlands is a country with the third highest population density in the world. Try fitting 17 million people into an area not much larger than a couple of counties in Northern California. Add to that the summer German tourist invasion and the case for roundabouts (in my opinion) was, and is, indisputable.

IT26-3

I was also told that an organization, the Sierra Business Council was involved in gaining a new community consensus on the issue. At first I was skeptical, I had never heard of the SBC. Were they another outside entity with an agenda? But I went to their meeting anyway and listened. No matter how hard I tried, I could not determine if these people were for or against anything. But moreover, I was truly impressed by their organizational skills and the professionalism they brought to bear on this issue...not to mention the money, time and energy they must be expending. So, I decided to donate some of my own time and effort again.

IT26-4

Then at the May 15th meeting I was not surprised to hear of a 3 to 1 consensus for a 3 lane with roundabouts alternative announced after the "money ballot". It was the same conclusion (less the quantitative measure) the KBCAC had come to years earlier. My neighbors were elated, but I remained skeptical and told them so. I hate to sound the cynic, but I truly believe the minority will trump the majority on this, with powerful outside bureaucratic, political, and monied forces with either our Supervisors voting to return the funds, or, CalTrans finding a way to pull the plug on this project once again. In fact, I am so sure of my prediction I will go before the TRPA and eat whatever hat I am wearing that day if I ever do see a 3 lane with roundabouts in Kings Beach. Thank you for your time.

IT26-5

Sincerely yours,



Regina Straver

cc: SBC

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**Shannon Hatcher**

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**From:** Jon-Paul Harries [jharries@trpa.org]  
**Sent:** Friday, June 22, 2007 11:29 AM  
**To:** Dan LaPlante  
**Subject:** FW: kings beach

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**From:** Melanie Ward [mailto:begoniascarlet@yahoo.com]  
**Sent:** Sat 6/16/2007 9:12 AM  
**To:** Jon-Paul Harries  
**Subject:** kings beach

To Whom It May Concern,

I have been a resident of Kings Beach (KB) since August 2006. The main street running through Kings Beach has always been a source of concern. In this amount of time (under 2 years) there have been 2 deaths and at least 1 serious injury at Fox and Hwy 28?/Lake Blvd. (not sure of appropriate name of the main lake road running through KB?) in some way witnessed by a member of my family.

IT27-1

Kings Beach is a "walking community", meaning that it is very common for people/families/children to walk to their destinations within town. This is one of my favorite aspects of KB. This brings neighbors together and quite honestly brings many opportunities to experience the culture of my neighbors into my life. KB is a culturally rich community.

IT27-2

Additionally, I have three children, one of whom is a toddler. We often go to the beach, walking, there is always a portion of the walk where I am forced to expose my toddler's stroller to traffic. The sides of our main road are not conditioned to "stollers", they are mostly dirt, boulders, other obstacles; and when cars park along the side of the road this leaves no room, except for a single pedestrian possibly, but not for a stroller. I have to wait for a clear spot in traffic and brave walking literally along the edge of a very busy road.

IT27-3

Kings Beach is highly traveled during peak tourist season. There is also an opportunity for people to enter town (at the East end) with some amount of speed. I believe that there is a real opportunity to find a way to slow traffic down at Chipmunk, the far East end of KB, which would have an effect (hopefully) on the Fox street intersection (which is reputedly dangerous).

IT27-4

Another area of contention is that there are no turn lanes in KB. This leads to people getting frustrated because they have to wait out a left hand turn and results in backing up traffic; not to allow the turns has an effect on businesses. Often people are attempting to switch lanes to avoid the delay. Tahoe City (TC) has an excellent system where there is one lane each way, with a middle turn lane. This turn lane may be used to assist traffic flow as an extra lane, in either direction, for heavy tourist traffic times. TC additionally, has sidewalks and bike lanes, I believe that KB could benefit from both...additionally, I believe that this is a community that would support and utilize both!

IT27-5

Thank you for listening and considering my concerns. I am a year round local, deeply involved in building a strong, healthy thriving community. Transportatin safety is a vital aspect of a strong, healthy thriving community.

Sincerely,  
Melanie M. Cleary  
Registered California Voter

6/25/2007



(530) 546-7982 phone

"If it is to be, it is up to me."

---

We won't tell. Get more on shows you hate to love  
(and love to hate): Yahoo! TV's Guilty Pleasures list.



**Shannon Hatcher**

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**From:** Jon-Paul Harries [jharries@trpa.org]  
**Sent:** Friday, June 22, 2007 11:29 AM  
**To:** Dan LaPlante  
**Subject:** FW: 3 lanes in KB!

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**From:** carina cutler [mailto:carinski@charter.net]  
**Sent:** Sat 6/16/2007 12:54 PM  
**To:** Jon-Paul Harries  
**Subject:** 3 lanes in KB!

I have been to a number of meetings and there is overwhelming support for a 3 lane option through Kings Beach. I have been visiting Kings Beach since 1980 and have lived here since 1995. I wholeheartedly support 3 lanes with roundabouts. I have noticed an extremely vocal handful of elderly adults who oppose this improvement and are trying to discredit the efforts of hundreds of Kings Beach residents. Please continue the sidewalk development and traffic calming in Kings Beach. We need it for economic and safety reasons. It would also improve our quality of life. – Carina Cutler

IT28-1

IT28-2



**Shannon Hatcher**

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**From:** Jon-Paul Harries [jharries@trpa.org]  
**Sent:** Friday, June 22, 2007 11:29 AM  
**To:** Dan LaPlante  
**Subject:** FW: Kings Beach

---

**From:** Katie Fesus [mailto:klfesus@yahoo.com]  
**Sent:** Sat 6/16/2007 1:06 PM  
**To:** Jon-Paul Harries  
**Subject:** Kings Beach

As a homeowner in Kings Beach, I just want to log in my concerns, hopes and visions for the future of our wonderful town. I appreciate all of the recent public meetings and public discussions that we have had over the changes in the roadway.

I voted for and hope for the 2 lane option with a turn lane and parking off of main street. I am hoping for 17 foot sidewalks...and the change in business commerce and community feel that will come with this new "walking" downtown..

Please log in our hopes, concerns... and optimism for the future of our little town..

Katie Zanto  
511 Beaver St

Katie Zanto  
ARC Director  
Sagehen Creek  
University of California, Berkeley  
(530) 205-5649

IT29-1



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**From:** Crin Connolly [mailto:ccandjd@charter.net]  
**Sent:** Sun 6/17/2007 11:22 AM  
**To:** Jon-Paul Harries  
**Subject:** Kings Beach Commercial Core Project

Jon-Paul Harries  
 Tahoe Regional Planning Agency  
 P.O. Box 5310  
 Stateline, NV 89449-5310

Dear Mr. Harries:

Please consider the following comment for the Kings Beach Commercial Core Draft EIR/EIS:

This is an excerpt from The State University of New York at Buffalo's student newspaper, *Generation*, reporting on a proposal by the City of Buffalo to reconstruct a main business street with four lanes. The populace contended that a three-lane alternative better addressed the social, economic, and aesthetic needs and values of the community, as well as safety. Unlike the inclusive process utilized for the Kings Beach project, the citizens there were not initially heard:

IT30-1

*"In the windows of many University Heights businesses hangs a simple sign, designed with a twist of humor and irony. The sign, which features a Haring-esque depiction of a person being hit by a car within the borders of a stop sign, reads: 'Save Our Streets.' These signs are being displayed to oppose the City of Buffalo's plan, under the New York State Department of Transportation (DOT), to completely overhaul a three-mile long stretch of Main Street ...*

\*\*\*

*"The main differences between these two plans, known as Alternative 1 and Alternative 3 (named for their place in the list of the original four proposed alternatives), is that Alternative 1 does not widen the street at all, leaving it at its current width of 60 feet. The roads would look similar to the ones that exist currently—two 11 foot-wide travel lanes in each direction with 8 foot-wide parking lanes on both sides of the street. Alternative 3 would widen Main Street by 2.5 feet on each side, this space being taken from the curb and sidewalk. This would be used to form one 11 foot-wide travel lane and one 14 foot-wide shared travel lane in each direction, as well as an 8 foot-wide parking lane.*

\*\*\*

*"Along Main Street in the Heights, businesses are displaying petitions that call for another alternative. The petition cites, amongst other issues, that, 'Alternatives 1 and 3 do not address the social, economic, and aesthetic needs and values of the community. . . Do not show any flexibility in road design that would blend the design with the community environment. . . Eliminate on-street parking that is critical for the businesses in the community. . . Do not improve the safety or our residents, especially the elderly, children, and the disabled.' The petition recommends that a new alternative be offered which would, 'reduce the number of existing travel lanes to two lanes, one in each direction, plus a continuous two-way left-turn lane, two designated bicycle lanes, and two parking lanes providing maximum on-street parking.' All of this is to be constructed within 60 feet or less." (See, <http://www.subboard.com/generation/articles/98450683420474.asp>)*

Those citizens apparently had no process like that enjoyed by the residents of the North Shore for this project, yet came to the same conclusion as the one produced by the process in which we have been engaged for years.

IT30-2



However, the point of this excerpt in the context of the Kings Beach Commercial Core Improvement Project is that regardless of the change proposed, change generates opposition. If Highway 28 through Kings Beach was presently three lanes and it were proposed to widen it to four lanes, it is likely that the very same people would equally vigorously oppose it. The core members of the so-called citizens alliance are persistently change-resistant individuals who either (1) chose not to participate in the years-long process of trying to determine what to do with Main Street Kings Beach, or (2) were sometimes in attendance, but chose to await the result before expressing any criticism of the process, or (3) are simply trying to subvert the will of the participating majority because their preference did not carry the day. Later, the design produced by the process may be fine-tuned to accommodate peculiar circumstances of hardship to individual citizens or businesses, but the over-all plan is the product of legitimate consensus, is sound and should be expeditiously implemented.

IT30-3

Thank you,

*Crin Connolly*  
594 Midiron Avenue  
P.O. Box 2600  
Kings Beach, CA 96143  
530.546.5472



June 17, 2007

Dear Sirs,

In regard to the proposed Kings Beach Commercial Core Improvement Project, I have many grave concerns. My grandparents built the first cabin on the north shore in 1922 and ever since our family has been semi-permanent residents of Kings Beach. We have seen Kings Beach/Brockway through all of its incarnations evolve into a quiet, peaceful, community: less elitist than Tahoe's more glitzy and crowded areas. The allure of the north shore for us as well as other visitors is the quaint, low profile way that this town blends in with its surroundings.

IT31-1

Such huge changes will adversely affect residents, visitors and merchants alike. It has come to my attention that the development will be so extensive that Tahoe Boulevard itself will be closed for an entire summer and traffic diverted onto side streets, namely Brockway Vista. This will turn a quiet residential street into a major highway, ruining the quality of life for residents and drastically diminishing the vacation experience of visitors. Kings Beach's little side streets simply cannot handle large trucks, not to mention the sheer number of vehicles that normally travel Highway 28. I expect traffic to be gridlocked for miles in both directions. This is completely inappropriate and unacceptable. Also of concern, is just what this will do to the existing merchants whose customers will be cut off from reasonable access. Some of them have told me that they do not expect their businesses to survive the summer. In many cases, these people are long term residents, pillars of the community and the financial backbone of Kings Beach.

IT31-2

It is my understanding that street parking on Tahoe Boulevard will be eliminated and that there will be a three story parking garage on Salmon Street. People have an expectation of adjacent parking to the businesses that they frequent and a parking garage more than a block away from Highway 28 will not be an adequate substitute. It would be too far away from businesses for small children, the elderly, or anyone with mobility issues to walk. Even the able-bodied will find this cumbersome and it will cut down on business.

IT31-3

IT31-4

Hayward, CA is where I have my other residence. In the parts of that city that have street front businesses, there are small municipal parking lots interspersed throughout. I am always able to find parking and am never far away from my destination. There are many vacant spots along Tahoe Boulevard in Kings Beach that could serve the same purpose. Two that come to mind are the site of the burned down burger restaurant and the lot behind the Subway Sandwich shop. I have heard it argued that properties on Highway 28 are too expensive to allocate for parking. It defies common sense to fill every available lot with commercial buildings and not the street or lot parking to accommodate them. The prospect of our local merchants going out of business makes it too expensive not to have adjacent parking. Certainly it is a better option than an eyesore multi-story parking garage. I can't imagine anything that would look more out of place in Kings Beach.

IT31-5

Another disturbing revelation is the three story "Pedestrian Village" proposed for the corner of Coon and 28. Historically, Kings Beach has been the one place at Tahoe

IT31-6



affordable to lower income residents, vacationers on a budget and low overhead businesses. Hotel maids, casino workers and day laborers can actually live here and we need them. We have the kind of community where a bike rental shop, a thrift store, a rock shop and even a used appliance store can thrive. I fear that an enormous "pedestrian village" will forever change the historical "old Tahoe" tone of Kings Beach, driving up rents, making it impossible for many to live or conduct business here. Tahoe is filled with luxurious homes and pricy high overhead businesses. We don't need more of them.

IT31-6  
cont.

Please don't misunderstand. Revitalization of Kings Beach (especially the shabbier areas) is welcome. As it stands, this is an exclusively money-driven plan that will not benefit Kings Beach but will serve only the special interest of greedy land developers. We insist that you scale this down to a plan appropriate to Kings Beach in which closure of Tahoe Boulevard is unnecessary, one that will emphasize preservation of our history, and one that will improve the town's economy and compliment, not detract, from that which is the real draw for us all, the most beautiful alpine lake in the world.

IT31-7

Sincerely,

Susan Hall

*Susan Hall*

24499 Machado Court  
Hayward CA 94541

Karen Buckter

*Karen Buckter*

576 Panoramic Highway  
Mill Valley, CA 94941

Hall Tree Lodge  
8707 Brockway Vista  
Kings Beach, CA



**Shannon Hatcher**

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**From:** Jon-Paul Harries [jharries@trpa.org]  
**Sent:** Friday, June 22, 2007 11:28 AM  
**To:** Dan LaPlante  
**Subject:** FW: Kings Beach Commercial Core Improvement Project Letter

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**From:** Pam Lefrancois [mailto:tahoebuckeye@gmail.com]  
**Sent:** Sun 6/17/2007 9:32 PM  
**To:** Jon-Paul Harries  
**Cc:** tahoebuckeye@gmail.com  
**Subject:** Kings Beach Commercial Core Improvement Project Letter

June 17, 2007

John Paul Harries  
Tahoe Regional Planning Agency  
PO Box 5310  
Stateline, NV 89449

Dear John Paul,

Thank you for the opportunity to comment on the Kings Beach Commercial Core Improvement Project. I would like to voice my support for the 3 lane alternative as decided by the community at the workshops during the month of May. This combination which attempts to address the parking request from businesses and the opportunity to have a large "town center" focused around the Kings Beach State Recreation Area Beach. This consensus alternative not only meets the needs and values of the community, it also meets the purpose of the Project itself. "The purpose of the proposed action is to improve pedestrian and bicycle mobility and safety, improve water quality, and improve aesthetics of the commercial core through Kings Beach." EIR page 1-4.

IT32-1

As a resident of the Kings Beach "Grid," I spend quite a bit of time walking or riding a bike in my community to get around. On a regular basis I witness close calls and near misses in interactions between vehicles and pedestrians throughout the Kings Beach Commercial Core. I am extremely concerned about pedestrian safety, both crossing the main street and in the neighborhoods. The vehicles must be slowed down in order for it to be truly safe for pedestrians. I have personally witnessed a young boy get hit mid-grill of a pick up truck in the crosswalk at Fox Street. The boy was thrown 3 to 5 feet in the air and well out of the cross walk. I see this scenario a lot and "near misses" of this exact same scenario happen on a regular basis.

IT32-2

Reducing the number of lanes in Kings Beach will slow down traffic and make it safer and friendlier for pedestrians and bikes. If we can make the town safer for people on foot and bicycles then residents and visitors will be more likely to walk from one end of town to the other rather than drive. Main Street businesses generally benefit from this walk in traffic where people stop on their way to or from their intended destination. With nice wide sidewalks the community can incorporate bike racks, landscaping, benches and other streetscape amenities as well as streetside cafes and other outdoor venues where people can enjoy the sunshine that our southfacing aspect offers.

IT32-3

6/25/2007



This project is as much a question about values as it is the number of lanes of traffic or stoplights over roundabouts. I don't believe that the safety of pedestrians crossing the street in a community can be sacrificed to prevent some people from spending an extra few minutes getting through town at the height of the worst traffic of the year. The remainder of the year and especially in the shoulder seasons, traffic will flow smoothly and slowly through town and allow safe crossing for pedestrians. Already, people drive too fast; giving them more pavement will only increase speed.

IT32-4

Kings Beach should not be the "relief" passing zone for the North Lake Tahoe area. When all the roads into Kings Beach are two lanes, having a two mile segment of wide pavement only encourages speeding as an opportunity to pass. This does not make for a liveable, walkable community. We must slow the traffic down to accommodate the pedestrian town.

IT32-5

Many of my friends also live in "the Grid" and we normally walk to and from each others houses. There is definite (and valid) concern regarding "cut through" traffic in the neighborhood. However, it is already happening and it's mostly local residents that are cutting through and speeding in the neighborhood. Even when traffic is backed up during a large exodus out of the Basin due to the end of a snowstorm, I do not notice an increased amount of traffic in the neighborhoods. I live on Dolly Varden and Fox Street and "projected" cut through traffic will go by my house, but I have confidence in Placer County's commitment to mitigating this as much as possible. Due to the concerns that came up during the workshops, I understand that Placer County has hired an expert to specifically address this situation. As much as we like to think we are so much different, we have the same issues as other communities and can learn from what they have done. Traffic management in neighborhoods is something that is done in many other communities and I know that it can be done here too. I know that between the design team hired by Placer County and the great ideas that will come from the community during the public workshops, it will be addressed. This is long been a concern in our neighborhood and we look forward to having it addressed as part of the Kings Beach Commercial Core Improvement project.

IT32-6

IT32-7

Living in Lake Tahoe we continuously talk of and make decisions based around "Saving Lake Tahoe." This project makes a strong statement of the value that we really place on that statement and are consistent about the message that we send. We can't "Save Lake Tahoe" and do anything but choose the project that best supports a walkable community which is also extremely bike friendly. This is an opportunity to make a real statement about what is important in Lake Tahoe. This project will set the tone for the remainder of the development that will go on in Kings Beach. It's time to raise the bar and make communities around Lake Tahoe be statements of our values. Many studies indicate a desire to reduce the number of car trips in the Basin, discouraging vehicles and encouraging alternative modes of transportation helps to meet some of those goals.

IT32-8

Kings Beach is the "gateway" community into California coming from the east and the first place people can actually walk on a beach and touch the Lake if they are coming from either Mt. Rose Highway or Highway 50. We should make it a welcoming place for people to get out of their cars, stretch their legs, and touch the Lake. It shouldn't be a place that people drive quickly through because it's the first 4 lane highway they've hit since they got to Lake Tahoe and the last one they'll see again until South Lake Tahoe. Kings Beach should be just like the rest of the communities on the north shore, without a 4 lane highway going through it!

IT32-9

The alternative or combination of alternatives that is selected will define our town for the next 50 years. Let's take a step toward really showing that we mean what we say about protecting the environment.

IT32-10

Thank you for your time and attention. Please feel free to contact me if you have any questions.

Sincerely,

6/25/2007



Pam Lefrancois  
PO Box 1266  
Kings Beach, CA 96143  
530-546-7393  
[tahoebuckeye@gmail.com](mailto:tahoebuckeye@gmail.com)



**Shannon Hatcher**

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**From:** Jon-Paul Harries [jharries@trpa.org]  
**Sent:** Friday, June 22, 2007 11:29 AM  
**To:** Dan LaPlante  
**Subject:** FW: KBCCIP Formal Comments

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**From:** Maggie Schumacher [mailto:madams\_nsri@msn.com]  
**Sent:** Sun 6/17/2007 3:46 PM  
**To:** Jon-Paul Harries  
**Subject:** KBCCIP Formal Comments

To Whom it may concern:

I have attended all of the community meetings for the KBCCIP as well as many of the meetings for livable, walkable communities over the past few years. I am a big supporter of a 3-lane alternative. Based on the recent process done by the Sierra Business Council I feel that the consensus at the end of the public workshop period of an integration of alternative 2 and 4 is a great foundation to build on. As a homeowner in Kings Beach for many years, landlord for a rental property and working in Tahoe Vista I am intimately involved in this community every day. I am extremely excited about the opportunity that is before us to improve our community. I have spent much time reviewing the EIR and traffic study as well as listening to many local residents and business owners. Based on the goals of this project, the voice of the community and my personal experience, I strongly feel that a 3-lane alternative is the best for maintaining the beauty of Lake Tahoe and sustaining our area for many generations to come. I think if we can achieve measures for improving lake clarity, creating a safer pedestrian and bicycle atmosphere and improving the economic impact this community will thrive.

IT33-1

IT33-2

IT33-3

Thank you for your time in reviewing and considering my comments for this process.

Sincerely,

Maggie J. Schumacher, RRP  
Director of Resort Operations  
North Shore Resort Realty, Inc.  
Tahoe Vista Corporate Office  
530.546.3324  
530.546.2592 ext 627  
530.546.3291 - Fax  
madams\_nsri@msn.com



**Shannon Hatcher**

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**From:** Jon-Paul Harries [jharries@trpa.org]  
**Sent:** Friday, June 22, 2007 11:28 AM  
**To:** Dan LaPlante  
**Subject:** FW: Kings Beach Residents and supporters of Alternative 2 or 4.

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**From:** shobergs [mailto:shobergs@sbcglobal.net]  
**Sent:** Sun 6/17/2007 7:46 PM  
**To:** Jon-Paul Harries  
**Subject:** Kings Beach Residents and supporters of Alternative 2 or 4.

Hello,

We are the Shoberg Family and we live on Minnow Avenue in Kings Beach, approximately one block from the highway which runs through our small town. We see the constant speeding and danger which occurs in our town and would love to see things slow down.

We bike or walk to our business in Kings Beach and my daughter and I walk/scooter or bike to her school (Kings Beach Elementary) every possible chance we get and love everything about this town except the main street which is the route we take everyday. We love to walk to Kings Beach State Recreation Area with our Beagle Cleo and also walk/bike to shop at the local businesses. If cars slowed down it would be less stressful and more enjoyable. When guest come to visit us it can be uncomfortable for them to use the dirt areas along the highway to walk. For example, my father in law was disabled and unable to use the current condition sidewalks because of utility boxes protruding above the grade. I believe that by having ADA accessible/safer sidewalks, a bike path, and roundabouts all people will enjoy all the amenities that Kings Beach has to offer and still get to where they need to be at about the same time.

IT34-1

We attended the workshops and enjoyed being part of the process. Thanks for your attention.

Sincerely,

Suzy Shoberg



**Shannon Hatcher**

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**From:** Jon-Paul Harries [jharries@trpa.org]  
**Sent:** Friday, June 22, 2007 11:28 AM  
**To:** Dan LaPlante  
**Subject:** FW: Core Improvement in Kings Beach

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**From:** Heidi Bushway Verkler [mailto:hbushway@yahoo.com]  
**Sent:** Sun 6/17/2007 10:39 PM  
**To:** Jon-Paul Harries  
**Subject:** Core Improvement in Kings Beach

Hello!

My name is Heidi Bushway Verkler. I have lived in Kings Beach since I moved to Tahoe in 1999. I LOVE living in Kings Beach and am excited about the wonderful opportunity that will hopefully come our way. I am a mother of two young children (1 year old and 4 years old) who likes to stroller my children to the beach, the playground at the beach and to the miniature golf course. I love riding my bike with my bike trailer around town, HOWEVER, I currently only do it during certain times of the day and year. Some days it is way to hazardous to myself as well as my children.

IT35-1

I am in support of any change that:

- 1) slows traffic down through Kings Beach so it is safe for **everyone** (pedestrians, bikers, drivers, etc.).
- 2) is safe for **everyone** that I mentioned in #1 - bike lanes, sidewalks, traffic lanes that slow people down,
- 3) is pleasing to the eye,
- 4) helps slow people down so they will get out of their cars to patronize the local businesses,
- 5) and, allows people to park within a reasonable distance from places they choose to visit.

IT35-2

I really like Alternative #4, however, I'm not sure that the sidewalks really need to be that wide (17'). I also like Alternative #2 (I think). I like the idea of some limited parking on the street. HOWEVER, I feel very strongly that traffic needs to be safer for pedestrians and bikers.

IT35-3

Wouldn't it be great to have a bike path / lane all around Lake Tahoe!?!

IT35-4

Thank you for your time. I look forward to continuing to be a part of this whole Core Improvement project. I am extremely hopeful that it will happen!

Thanks!

:) Heidi Bushway Verkler  
Kings Beach resident

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Got a little couch potato?  
Check out fun [summer activities for kids](#).



**Shannon Hatcher**

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**From:** Jon-Paul Harries [jharries@trpa.org]  
**Sent:** Friday, June 22, 2007 11:28 AM  
**To:** Dan LaPlante  
**Subject:** FW: In Support of a Pedestrian Community/lifestyle...

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**From:** aweiss@acwmedia.com [mailto:aweiss@acwmedia.com]  
**Sent:** Sun 6/17/2007 10:54 PM  
**To:** Jon-Paul Harries  
**Subject:** In Support of a Pedestrian Community/lifestyle...

Hi,

Wanted to drop you a line to voice my support for a Kings Beach future based on community: safe pedestrian sidewalks, roundabouts, and bike lanes larger than 5 ft. wide. The towns perched on Lake Tahoe's shoreline are first and foremost communities where people live; secondarily they are tourist destinations. Their biggest tourist draw is and always has been each town's distinct charm and character (created by aforementioned locals, community, lifestyle). Each town's cycle of "prosperity" and popularity has ebbed and flowed over the years, always to return to its heyday as "one of Tahoe's great towns".

IT36-1

Kings Beach was one of these when I built sandcastles on the beach 35 years ago....and will soon be again. But not as a fast-paced "tourist trap" with endless stop lights, intersections and turn lanes. Progressive towns are turning to a pedestrian-centric formula...getting people out of their car to engage with the community, (and yes...a SUBTLE coercion to shop, eat, spend money). Lake Tahoe's north shore should remain the Lake's "quiet side", a getaway for people looking to escape the very SUBURBAN lanes, lights and intersections being proposed.

IT36-2

Please take the time to research the truly great Mountain towns of the West...they are progressive, forward thinking, and not built around traffic lights and intersections. Be a leader...be one of those towns.

IT36-3

Sincerely,

Ann C. Weiss



**Paul Nielsen**

**From:** Patricia Sandoval  
**Sent:** Monday, June 18, 2007 3:12 PM  
**To:** Paul Nielsen  
**Subject:** FW: Kings Beach core improvment

Patty Sandoval  
 Executive Assistant  
 Environmental Review Services  
 Tahoe Regional Planning Agency  
 775-588-4547 ext 277

**From:** Tamara Blanco [mailto:tamsarttaho@yahoo.com]  
**Sent:** Monday, June 18, 2007 2:07 PM  
**To:** Judy Nikkel; Jon-Paul Harries; jmotamedi@trpa.org; Shelly Aldean  
**Subject:** Kings Beach core improvment

To whom it may concern.

I wish to register my concerns to you about the Kings Beach road project.

My Name is Tamara Blanco, I am a 37 year resident of North Lake Tahoe, My family has owned a business at 8636 North Lake Blvd for 37 years. The business is now know as Lakeside Gallery. We are a full service Art Gallery, We offer custom framing , art classes, art supplies and a gallery for local artist to show and sell art work. We work with both Sierra Nevada college and Sierra college. We offer local & student discounts for art supplies and framing....

concern:

Cutting off access to this business and 3 residents at this address! In addition to this how many other business and residents will have access removed under the 2 lane 2 roundabouts alternatives? However access will not be disturb under the 4 lane alternative.

Traffic: Having been located on the Highway for 37 years I have seen a lot of traffic back ups. I do not see how reducing the highway will help move traffic through. I have concerns of traffic backing up for hours, (When Tahoe Vista removed only one lane of traffic last year I heard about it from my customers. The traffic backed up to Carneilian Bay, customers stated they did not want to wait in traffic to do business with me.) With the amount of pedestrian traffic we have, and the traffic signal at the casinos traffic stops; it will not be allowed to flow as needed for roundabout to work properly.

Cut through traffic on the back streets. I have used the back streets and believe they are not safe for the level of service that will been seen under alternatives 2 & 4. The streets are narrow, The streets are not striped, no shoulders, there are no crosswalks. Because of our tall trees there is a lot of shady - sunny spots across the streets on any given day, this makes it very difficult to see children playing, pedestrians or bicyclist. Simply not safe as an alternative route.

Pedestrian safety: under alternatives 2 & 4 putting the parking on the backstreets

I have concerns for family's trying to reach the beach after parking on one of the off street parking lots. Beach gear in hands on shoulders under arms and trying to keep control of the children while trying to enter the crossing area provided by the roundabouts, What if semi trucks were passing at this time? (can you in vision this?) add to that the items they may purchase from the business. I do not see anyway removing parking from the street is going to help out this town.

Snow removal. Please let me know how Cal Trans Is going to clear the snow. Now they plow all the snow to the center of the highway and come back to remove it with snow blowers and dump trucks. In a

IT37-1

IT37-2

IT37-3

IT37-4

IT37-5



heavy winter the snow can be in the highway for weeks at a time. Under this kind of snow removal traffic will not be able to move under alternatives 2 & 4 the 2 lane alternatives because dump trucks will be lined up and down the road. In addition to this, with 17' sidewalks in heavy winter snow fall, the store owners will have to have a service to remove the snow. should we have to hire rotary snow blowers and dump trucks again the highway will be blocked not allowing any traffic through. (the way snow is removed from the front of this business now; Yankton plows the front of the building down the side of the building and into my back yard. where there is plenty of room for normal snow storage.)

IT37-5  
cont.

Sierra business council is stating that they have reached a community consciences I want you to understand they do not have my support. I was contacted by a volunteer from Sierra business council Her Name as given to me is Flora 775-832-1337. She ask my concerns about the 4 alternatives. I spoke with her on the phone for up to half an hour. She informed me that all 4 of the workshop meetings were going to be the same, That I did not need to attend all of them! Workshop #1 May 1st, #2 May 2nd, #3 May 15th, & #4 May 29th. We found out this was not true, each meeting was different. I believe SBC used very selective wording that mislead the community. I have seen and spoken to a large number of business owners on the highway who are not in favor of alternatives 2 or 4.

IT37-6

We do agree that something needs to be done, I am in favor of alternative 3 the 4 lane alternative.

IT37-7

Thank you for your time

Tamara Blanco

530-546-3135

P.O. Box 1268

Kings Beach Ca 96143.

8636

Got a little couch potato?

Check out fun summer activities for kids.



**Shannon Hatcher**

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**From:** Jon-Paul Harries [jharries@trpa.org]  
**Sent:** Friday, June 22, 2007 11:26 AM  
**To:** Dan LaPlante  
**Subject:** FW: Kings Beach

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**From:** Lesley Bruening [mailto:lbruening@sbcglobal.net]  
**Sent:** Mon 6/18/2007 12:05 PM  
**To:** Jon-Paul Harries  
**Subject:** Kings Beach

Good Afternoon,

My name is Lesley Bruening and I have lived in Kings Beach for 31 years. My family owns a few of the local Kings Beach properties including Taneva Auto Parts, Taco Bell, Truckee Heating, Sierra Council on Alcoholism, and our Real Estate office, Bruening Associates. My father was the first one to put in sidewalks in the front of these businesses, in hopes that more would follow.

I, for one, am extremely proud of the public process. The SBC needs to be commended. The community that participated from the very beginning needs to be commended. As a community we have reached a majority consensus for a 3 lane alternative and I am thrilled to have been a part of this process. I am now looking forward to the design phase. I have a number of reasons for personally supporting a three lane alternative, but at the top would be pedestrian safety and slowing down traffic in our town. I envision a walkable community where all businesses have a chance to thrive. I do believe we will need some short terms enforceable parking and ultimately, meandering sidewalk widths to provide business outdoor opportunity. It's time to move forward. The majority has spoken.

Lesley Bruening

IT38-1

IT38-2



**Shannon Hatcher**

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**From:** Jon-Paul Harries [jharries@trpa.org]  
**Sent:** Friday, June 22, 2007 11:25 AM  
**To:** Dan LaPlante  
**Subject:** FW: Kings Beach

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**From:** Dede Carrillo [mailto:DCarrillo@Squaw.com]  
**Sent:** Mon 6/18/2007 3:59 PM  
**To:** Jon-Paul Harries  
**Subject:** Kings Beach

Attn: Judy,

I have been a business owner in Kings Beach for over 25 years and I am very opposed to the 3 lane proposal. 3 lanes will gridlock traffic in town and people will drive through the back neighborhoods to get around the traffic. This will impact businesses on the main corridor as it will drive customers away. Who wants to sit in traffic when they can avoid it and thus they will not stop to shop. Stop and go traffic, which will occur with only 3 lanes, is one of the worst pollutants for the lake. I hope that you will consider the 4 lane option as Kings Beach is continually to grow and less lanes just does not make sense.

IT39-1

IT39-2

Kevin Carrillo  
Property owner at 8732 North Lake Blvd. Kings Beach, Ca



**Shannon Hatcher**

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**From:** Jon-Paul Harries [jharries@trpa.org]  
**Sent:** Friday, June 22, 2007 11:28 AM  
**To:** Dan LaPlante  
**Subject:** FW: KBCCIP - Opposition

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**From:** Da re, Michael [mailto:mdare01@7-11.com]  
**Sent:** Mon 6/18/2007 12:47 AM  
**To:** Jon-Paul Harries  
**Subject:** KBCCIP - Opposition

Jon-Paul Harries

Tahoe Regional Planning Agency

Re: Kings Beach Commercial Core Improvement Project

Mr. Harries;

This email is to officially state our opposition to the proposed roundabout under consideration for Koon Street and North Lake Tahoe Blvd. in Kings Beach, California.

It is our opinion that a roundabout as planned will have a significant negative impact to our store located at 8593 North Lake Blvd, Kings Beach, California. The roundabout will cause sales to be lost in the following ways: (1) Limited customer access to our store, due to the planned removal of our front driveway entrance currently located on North Lake Tahoe Blvd.; (2) Removal and relocation of the bus stop currently just in front of our store; and finally (3) the potential for loss parking spaces in and around our store property.

IT40-1

For many years 7-Eleven has been a known part of this community. We bring nationally recognizable Products, Convenience, Value and Customer Service to Kings Beach locals and visitors. Our current Franchisee Edee Irge-Campbell has owned this store for the last 18 years, making 7-Eleven a substantial member of the Kings Beach business community. We hope that you will reconsider the Roundabout option and come up with other alternatives. It is our desire to continue to do business in this community as long as it remains a good business decision.

IT40-2

Please register our opposition to the Proposed Roundabout.

Michael DaRe

Field Consultant

7-Eleven, Inc.

6/25/2007



**Shannon Hatcher**

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**From:** Jon-Paul Harries [jharries@trpa.org]  
**Sent:** Friday, June 22, 2007 11:26 AM  
**To:** Dan LaPlante  
**Subject:** FW: three-lane support KBCCIP

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**From:** Andy D [mailto:brnpyle@yahoo.com]  
**Sent:** Mon 6/18/2007 1:40 PM  
**To:** Jon-Paul Harries  
**Subject:** three-lane support KBCCIP

Hello Mr. Harries,

I just wanted to express my support for one of the three-lane options for the Kings Beach Commercial Core Improvement Project. Personally, I think that most of the opposition to the three-lane design is based upon misguided fear and/or dislike of roundabouts.

If one researches the issue, the data overwhelmingly proves that roundabouts are safer in most instances than traffic signals. The increased safety of persons traveling by non-motorized means should be the ultimate goal of the project. Luckily, this goal can be accomplished, while simultaneously improving the appearance of the commercial core, and also providing for adequate vehicular traffic.

IT41-1

On top of that, the construction timeframe is less for the three-lane alternatives, which means a shorter period of airborne dust and other contaminants, not to mention the visual impact of the construction.

IT41-2

Above all, I hope everyone can come to an informed conclusion when choosing which option to pursue.

Thanks,  
Andy Deinken  
(530)386-2725

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Building a website is a piece of cake.  
Yahoo! Small Business gives you all the tools to get online.



**Shannon Hatcher**

**From:** Jerry Joseph [jerrydinz@yahoo.com]  
**Sent:** Monday, June 18, 2007 3:29 PM  
**To:** Meera Beser; ed.granzow@ch2m.com; industryjerry@yahoo.com; mccluretahoe@yahoo.com; susan.daniels@cbnorcal.com; Jeff Cowen  
**Subject:** Please forward this to the correct person in the TRPA to be logged in the EIR

To the Tahoe Regional Planning Agency, to be subject to the review of the governing agencies involved in approving the King Beach Commercial Core Improvement Project (CalTrans, Placer County, Federal Highway Administration) and to be an official comment logged in the Final Environmental Impact Report.

These points were derived from several months of research. I originally was very open minded to lane reduction in Kings Beach, but have come to find that such a reduction would have detrimental affects of the residents of King Beach, as well as all North Shore visitors and residents.

IT42-1

**When making your decision, please consider a communities most important values**

"Compared to economic and environmental impacts, social impacts are often difficult to assess quantitatively, and therefore may not receive as much attention from planners. Yet social impacts can be among the most significant consequences of transportation investments, particularly at the neighborhood level. Social impacts include community cohesion, transportation choices, aesthetics, and safety." (*Environmental Justice in Transportation Planning and Investments—Desk Guide, CalTrans, 2003*)

IT42-2

When qualifying the social impacts of this project, please bear in mind the residential community and with it a concern for human life at the core of your values.

IT42-3

In a community so concerned with safety, it seems unfit to redirect the vehicles most responsible for 'poor' driving through a residential neighborhood. When you weigh this against a slight aesthetic gain from the two lane alternatives, please consider this letter.

This letter is to express that reducing SR 28 in Kings Beach from a four lane street to a two lane (with turning lane) street goes against the standards of CalTrans, the Tahoe Regional Planning Agency (TRPA), and the County. The Preliminary Environmental Impact Report (EIR) contains most of this information within it's binding, and I shall site much which you may or may not have read, while bringing in outside studies to relate the extent of damage such a road reduction will cause.

IT42-4

This letter was submitted with some time constraints and not did not include a large portion of references I would have liked to include.

However a revised and edited version will be sent to over 250 experts from traffic organizations around the nation (and some overseas). This shall happen within a week of the submittal to the Tahoe Regional Planning Agency and the Final Environmental Impact Report (EIR). It shall also include a summary of the situation to date. These transportation experts will receive updates at least once a year.

This roadway project will be nationally monitored, and if an err in judgment occurs, the nation will know.

**PEDESTRIAN MOBILITY IN KINGS BEACH  
IS HINDERED BY A TWO LANE REDUCTION**

The EIR refers to the reason roundabouts demean pedestrian activity. "When traffic volumes exceed roadway capacity, drivers faced by resulting delays can be expected to divert off of the state highway system onto local streets." (pg 63, 2)

Residential traffic levels will exceed the maximum level set by the county. The county says traffic levels should not exceed 2000-3000 vehicles a day in a residential neighborhood. (2)

The average daily traffic (ADT) levels in residential Kings Beach will become unacceptable in the foreseeable future. By 2028, roundabouts will cause a 3000 vehicle a day increase over Alternative 3 on certain **residential** streets (resulting in 3900 - 5400 vehicles a day!). Streets with less vehicles will see as much as a 400% increase in their daily traffic levels over Alternative 3. (2)

IT42-5

One block away from the school, a 1000 vehicle a day increase will happen over the 600 vehicles a day Alternative 3 would have (that's 1600 vehicle a day in an area heavily traveled by children). This is not productive to pedestrians traveling to school, to shop, to worship, or to do whatever else it is they choose to do. (pg 65-66, 2)

The roads in Kings Beach are narrow and provide no pedestrian walkways, and are heavily populated with pedestrians and children, and nothing should be done that would compound what residents feel is already a traffic problem. Note - The four lane alternative does not exceed the ADT level of 3000.

**RESIDENTIAL KINGS BEACH IS A WALKING COMMUNITY - CUT THROUGH TRAFFIC HURTS FAMILIES AND IMPORTANT  
RELATIONSHIPS WITH IN THE COMMUNITY**

According to another CalTrans manual, "Transportation investments can enhance community cohesion by improving connections within a community. For example, investments in pedestrian facilities (sidewalks, crosswalks, street furniture, lighting, landscaping, etc.) or traffic calming usually encourage more short walking and bicycling trips within a community.

IT42-6



Transportation projects can also disrupt established relationships between community members. One way is through the displacement of businesses or households, which can break up social networks and sever the comfortable relationships that may exist between residents and local shopkeepers and service providers...

Studies demonstrate that people living on streets with heavy traffic tend to know fewer of their neighbors and are less likely to spend time outdoors when compared to people on streets with lower traffic volumes in the same neighborhood.<sup>6</sup> Children may be most affected by higher traffic volumes—when parents restrict a child’s activities because of traffic safety concerns, it reduces the child’s effective play area, access to friends, etc.” (pg 6, 18)

This idea that has been conveyed to local agencies (League to Save Lake Tahoe, North Tahoe Business Association) that less road on SR 28 and larger sidewalks will encourage people to walk more. There is more evidence to argue this is completely untrue.

IT42-6  
cont.

#### INCREASING POPULATION OF ‘LOCALS’ MAKES CUT THROUGH MORE POPULAR

Some proponents of lane reduction have tried to down play residential cut through by claiming ‘only’ locals will take the cut through route. This downplays an EIR fact derived from the traffic counts in 1992 and 2002. The studies reveal that our peak month daily traffic on SR 28 in Kings Beach reduced by 100 vehicles over the course of those ten years, while our annual average daily traffic level went up 2000 vehicles. (pg 3, 2)

This says that the number of local residents is drastically increasing with new developments. Thus more and more locals will cause a problem with residential cut through. Note - The Kings Beach Grid is so simple to navigate, that out of town visitors will probably figure it out as they see other vehicles taking cut through routes.

It was suggested by the Placer Department of Public Works that this situation could be improved with a neighborhood traffic management plan. The EIR presents several possible traffic calming methods, but in the end declares that none are feasible to prevent diverted residential traffic. (pg 74-75, 2) The Department of Public Works suggested that though we could not stop traffic from being diverted, we could slow down and make the cut-through traffic more bearable with a variety of traffic calming methods. The Department took a chance with this comment.

The traffic calming methods suggested so far are proven to reduce traffic volume on roads, as well as slow it down. The reason for the reduction in volume is that when a traffic calming method is built into a road, drivers find other roads to avoid the (traffic circles, neckdown, chicane, speed bumps, etc.). This is the reason why the Neighborhood Traffic Calming Plan would be difficult, if not impossible to implement.

Trying to get the needed community approval to install physical traffic calming methods (10) will likely never happen, because diverting it from one residential block, just diverts it to a different residential block.

Immense traffic cut-through which will establish specific routes (Like Beaver, Fox, Deer, and Speckled). In the end, we will be default be forced to bypass hwy 267 through the residential Kings Beach. I would suspect such routes to be located at Bear Street and Fox Street.

With such an outcome in store, lane reduction should be rejected because a cut through route would be unacceptable by TRPA standards.

IT42-7

#### BICYCLE MOBILITY

Though bicycle mobility in residential Kings Beach would clearly be hindered by dangerous cut through traffic, the alternative which best supports ‘Bicycle Mobility’ on main street (SR 28) is a bit less clear cut. While reducing speeds reduces the severity rate of accidents, such slow speeds could verifiably be met with an Enhanced Four Lane Alternative, mentioned in the EIR at the end of this letter. So the question is, within which intersection is bicycle mobility better achieved. Though the roundabout proponents suggest there are less points of conflict within the roundabout intersection where a vehicle could hit a bicyclist, bicycle accidents rates are proportionately higher than at signalized intersections. (5) This calls question to how much the points of conflict argument applies to bicyclists.

Many recognized transportation agencies agree that at best, roundabouts are no less safe than the typical signalized intersection (but the signalized intersection can offer geometric safety affects, such as bulbouts on the north/south streets in Kings Beach, which tighten the turning radius of a vehicle and slow it down).

To better understand, an insight is offered by Australia’s version of a Department of Transportation, “Studies confirm that drivers do not see, are not conscious of, or misjudge the speed that cyclists are traveling around the roundabout.” 50 -70% of bicyclist and roundabout accidents occur on the vehicles’ entry into the roundabout (6).

An effect in Tahoe that would impound the percentage of bicycle accidents at roundabouts, which many of our seasonal guests may not be used to, is that tourists tend to gape at ‘The Lake’ when they are driving through our very scenic commercial corridor. The Environmental Impact Report (EIR) recognizes that tourists create an increased accident risk. “Recreational drivers tend to drive more erratically than commuters (for instance) and are more distracted by sights along the way.” (pg 50, 2)

Though some roundabouts have been made bicycle friendly (with separate paths for the bike to follow), the type which is being presented to Kings Beach involves the bicyclists merging with cars just before the roundabout. This bicycling is even uncomfortable for expert/commuter bicyclists. Several renowned bicyclist organizations have spoke up and defied the idea that roundabouts promote bicyclist mobility.

The Boulder Bicycle Commuters reported the group was opposed to roundabouts because of the “danger to merging cyclists, and confusion for motorist - [though] somewhat tolerable at low traffic volumes.” (7)

The Bicycle Federation of America feels bicycle safety is often pushed to the back burner by transportation planners. “Unbelievably, state transport departments are still actually making road conditions worse for cyclists,” and the Federations President notes that this is seen through ‘replacing signalized intersections with roundabouts’. (8)

It could be argued that the four lane alternative, without the extra traffic calming enhancements suggested, which I would personally like to see, is quite possibly safer than a single lane urban roundabout with Tahoe’s traffic levels, albeit commuters or vacationers.

IT42-8



## TWO LANE REDUCTION UNPRECEDENTED WITH KINGS BEACH TRAFFIC VOLUME AND CURRENT TRAFFIC LEVELS ARE HIGH ABOVE RECOMMENDED RATE FOR REDUCTION

Main Streets: Flexibility in Design & Operations, a CalTrans manual, deals specifically with turning a California Highway which passes through a downtown district into a Main Street. The method which CalTrans suggests to achieve this image is called traffic-calming. Note - Research revealed that many, if not most, of the Department of Public Works across the nation, use traffic-calming as means to restore peace to the residential neighborhood. An increasing amount of Public Works Departments are using these techniques to save main streets.

The manual promotes lane reductions because vehicular speed and accident rates *may* be reduced. However, the document does make it clear that this "strategy is typically considered as a highway transitions from rural to downtown conditions. **The Main Street will typically have an Average Daily Traffic (ADT) of fewer than 10,000 vehicles.**" (1)

In the traffic study taken in 2002, the summer of recession after the Twin Towers Bombing, studies revealed that the Average Annual Daily Traffic limit was 19,100 and the Peak Month Daily Traffic limit was 24,100. These numbers already exceed what CalTrans has recommended as the level of traffic for road reduction.

With such a large amount of traffic flowing through the SR 28 and Hwy 267 intersection and from Incline into town on the east side, road reduction seems like an odd (to say in the nicest) choice for traffic calming and town enhancements. (pg 5; 2)

IT42-9

## INTERESTING NOTE - ROAD REDUCTION IN FLORIDA

An interesting comparison - A community in Gainesville, Florida was opposed to reducing four lanes to two lane because they feared traffic jams. (14) This was probably an unjust fear as this road reportedly saw about 200 vehicles during its peak hour - **this hourly rate of traffic is equal to how much more cut-through traffic will divert into Kings Beach due to SR 28 road reduction**. In Kings Beach, by 2008, the EIR says that "[u]nder all of the hours in which congestion on SR 28 is forecast to occur, the diverted volume is expected to range to no more than 200 vehicles per hour."

IT42-10

Our peak traffic levels are 600% more than the Miami neighborhood's who opposed road reduction - to further bolster the fact that SR 28 lane reduction in Kings Beach is totally unprecedented.

## CALTRANS MANDATES WE LOOK TOWARDS FUTURE USE

Just because the EIR included 20 year traffic projections, it does not mean our planners really considered them when proposing the two lane reduction. In fact, they had their minds made up before they saw the traffic report, contrary to the way which CalTrans recommends planning.

There are two CalTrans documents which act as the technical guides for roundabout planning. The first is generally accepted, but the second is to be given priority in a discrepancy. The first is Roundabouts: An Informational Guide (RAIG), and the second is latest Design Info Bulletin (DIP).

I am drawing towards the importance of these two documents, to encourage the reader to consider all the statistics and predictions for traffic rates twenty years from now as important to the decisions we make today. The DIP mandates 'Design Period - the ability of the roundabout to accommodate the design year traffic, normally 20 years after completion of construction. At some locations, a phased implementation may be desirable to optimize performance. However, accommodating the 20-year design traffic must be an integral part of the planning process for a roundabout.' (5)

According to the Environmental Impact Report (EIR), in twenty years there will be so much residential cut-through traffic, this project intrudes upon TRPA and County policies. (pg 74-76, 2) In five - twenty years, it is safe to speculate that the accident rate in the Kings Beach grid system will detrimentally increase due to high cut-through and drunk driver (casino traffic) potential, an official cut-through route will be established. The TRPA does not stand by plans which turn residential streets into main throughway streets

But there will be such risk to human life, that by default we will have to have an official hwy 267 cut-through to get to Incline Village/Stateline/Brockway/Reno/Carson/South Shore. Such a cut-through could spurn all sorts of unplanned development, while running long time residents/families out of a residential neighborhood. **NOTE** - the EIR fails to find a possible solution to mitigate the issue of cut-through traffic, but presents the best ideas the consultants could think of, and why they will not work. (pg 73-74, 2) The idea that the Neighborhood Traffic Management Plan (NTMP) could solve the problem of 4000 - 5000 average daily traffic (ADT) levels is incorrect. At best, measures to slow cut-through traffic could be implemented, but would divert cut-through traffic and local traffic onto alternate residential roads (thus making the community consensus to invoke the NTMP difficult to impossible).

IT42-11

The Smart Growth organization considers traffic congestion to be one of the foremost problems our nation needs to face. Poor planning has created the need for a "a wider range of transportation options -- in an effort to improve beleaguered transportation systems. Traffic congestion is worsening across the country. Where in 1982 65 percent of travel occurred in uncongested conditions, by 1997 only 36 percent of peak travel occurred did so." (11)

Alternative 2 and 4 will create such poor traffic conditions in the next ten to twenty years, the lane reduction should not be considered feasible.

"As discussed extensively above, roadway volumes would exceed the capacity of a three-lane roadway, [two through lanes with mid-block turning lanes] as well as exceed Tahoe Regional Planning Agency/ Placer County Level of Service standards for the roadway in 2008 on ten days per summer in the eastbound direction, five days per summer in the westbound direction, as well as in both direction on a peak winter day. Under 2028 conditions, LOS standards and roadway capacity would be substantially exceeded on virtually every day in the summer, as well as in the winter. Peak volumes would exceed capacity by over 100 vehicles per hour in 2008, and by over 300 vehicles per hour in 2028." (pg 73, 2)

This hardly can compete with the benefits seen in a peak hours analysis of Alternative 3, the four lane improvement plan. "The signals at the



Bear Street and Coon Street intersections will provide LOS A and LOS B conditions in 2008, respectively.” The report goes on to mention future vehicle rates, “At the Bear Street and Coon Street intersections, the signals will provide LOS B conditions in 2028.” Except on some days over the Christmas season, when the conditions may lead to a worse LOS at the Coon Intersection. (2)

**All the potential aesthetic gains are lost in traffic jams.** Traffic jams disgust people and hinder what should be an enjoyable ride through Kings Beach.

Smart Growth principles should be applied to residential neighborhoods above all else. If town planners can’t protect the inhabitants of a community when designing a positive main street experience, they are failing to do their job.

Take a look at the cut through traffic levels on page 66 of the Kings Beach Urban Improvement Traffic Report. The predictions for residential Kings Beach is a travesty. (2, link available) With over 5000 cars being diverted through a residential neighborhood each day, a 267 to Stateline bypass will be developed by default.

Such an outcome goes against TRPA protocol. Please do not turn downtown Kings Beach into a loose cannon. There are too many lives to risk.

IT42-11  
cont.

#### TRAFFIC VOLUME IN RESIDENTIAL KINGS BEACH COULD BE MORE THAN REPORTED IN EIR

Planners say they accounted for so much build out (and even tried to tell the public that levels would never really live up to the number presented by the traffic report in the EIR). But what about the things they do not account for. The Tonopalos of tomorrow. The ‘Mixed Use’ facilities. Planned Subdevelopments. Unplanned development.

With talk of new sidewalks and a Placer County Government Building coming to Kings Beach, developers are licking their chops about now. As cut-through traffic is diverted onto Speckled Ave., the major arterial road for the north/south roads in Kings Beach leading from hwy 267, the opportunity for the business along through this commercial zoned area will increase. And in turn, the amount of cars who use these businesses will increase. It could be expected that this area could host larger projects or stores which downtown Kings Beach could not host.

The Traffic Report’s future projections for Kings Beach residential cut-through assume that any traffic created by the Kings Beach Industrial Community Plan (the mentioned commercial section on the north end of Kings Beach’s grid system), will enter and exit the area via Speckled Ave. @ Highway 267. The EIR - “Consistent with CalTrans requirements, it is therefore necessary to conduct a detailed analysis of the potential “buildout” of the various land use plans, as well as other factors, that will result in additional traffic on Kings Beach streets.

Table 21 presents a summary of the intersection turning movements generated by each source of traffic volume growth. These volumes were generated as follows: The impacts of the Kings Beach Industrial Community Plan (which encompasses the area along Speckled Avenue) was distributed in a similar fashion. It was assumed that all of this traffic exits Speckled Avenue onto SR 267.” (pg 10, 2)

The implication that people attracted to any build out on Speckled Ave. won’t cut through the grid when they are exiting the area is incorrect. It is highly unlikely the any eastbound traffic exiting from the area encompassed by this ‘industrial’ area will want to exit on the west side of town and then travel through Kings Beach’s congested main street to get to their destination.

Over the next 20 years, it is likely that the Kings Beach Industrial zone will be retrofit with an assortment of appealing shops from restaurants to a health food store to a lumber company.

This coupled with excessive road reduction/roundabout traffic threatens to rise residential cut-through to unacceptable standards way ahead of schedule.

IT42-12

#### THE PUBLIC PROCESS WAS ABUSED

The Kings Beach Commercial Core project has recently politically spurred Kings Beach citizens. It was perhaps the claim that the Sierra Business Council (SBC) had a community consensus to reduce lanes and install roundabouts at two popular intersections, that ignited concerned citizens who felt they were not heard and that the ‘public workshops’ were flawed from beginning.

To hear the ‘silent majority’, the Placer County Department of Public Works attended and participated in a questions and answers session at a meeting hosted by the (recently spawned) Kings Beach Business and Citizens Alliance. After receiving numerous complaints about the SBC workshops, Ken Grehm said that if a ‘bull’s-eye’ for the blame should rest on anyone, that he was the one it should rest on. I only slightly agree with Mr. Grehm, but he can only be blamed as far as his hiring of the Sierra Business Council. From there, a group which claims to align itself with the citizens’ interest should do as much as is in its power to support the ‘transparency’ in the public process.

To best inform the public, an expert from the field of traffic engineering and design should have been hired. Hiring the SBC promoted the pragmatic style in which the workshops were conducted. Respected traffic specialist, Ezra Hauer defines the pragmatic style as “based on lay beliefs and self-interest of organizations. Does not require knowledge of fact. Does not find out what were results of actions.” (pg 4, 15)

She goes on to say that if a group like the SBC was practicing pragmatically, “Then those in its employ would not really need to know facts about road-safety, other than facts about what the widely held beliefs are and what is popular. The organization would have no use for research other than the research of public opinion. There would be no real reason to ascertain what the safety consequences of any initiative were, except if they were useful for public relations.”

The previously stated is not intended to convey that the SBC did not do research and explore facts, but to say that their understanding of the research and the facts that they were presenting and how they applied to our current road project was limited, as well as hindered by an agenda.

IT42-13

#### CONFLICT OF INTEREST - PRIVATE INTEREST MIXED WITH PUBLIC EDUCATION

One of the primary SBC employees working on the public workshops was also a member of the small and select NTBA Main Street Committee. The Main Street Committee helped the Sierra Business Council in their efforts to promote roundabouts and road reduction, though the Main Street Committee should not be seen as the breach in the public process, as the SBC was hired by the County to come to a community

IT42-14



consensus through public education.

A Design Committee Agenda from 4-17-07, twenty days after the EIR was released to the public, states Item 1, "Design Committee's recommendation to the Board of Directors - We need a letter written to the Board stating, "We have been looking at the EIR for \_\_\_\_ months and as a Design Committee of Main Street, our opinion is that Alternative 4 would best suit the Kings Beach Community because...1) ... 2)... 3)ETC.

IT42-14  
cont.

\*The Board of Director's will then have a vote to adopt the alternative as the NTBA's preferred alternative\*

[Item 2,] Discussion on ways to help the SBC with promotion of public education during the workshop process. [The agenda notes the SBC Program Director will lead this conversation.] (17)

At a recent panel meeting between proponents of the four lane and the two lane (with turning lane), members of the design committee claimed they saw the EIR for the first time at the time it was released to the public. Possibly the claim of looking at the EIR for a substantial time was overstated. Actually, I suspect reviewing the EIR had little to do with their final decision.

The young SBC lead moderator on this project was to teach the public about the road alternatives, yet he presented one sided evidence that was often inapplicable to the Kings Beach Project. This evidence has been used to manipulate the impressions of the public, important organizations, and members of governing agencies.

IT42-15

I will express some of the misgivings from the SBC workshops:

1) A major point of contention has been the residential cut-through caused by lane reduction and traffic jams. The SBC publicly downplayed the residential traffic increase by telling attendees that only 'locals' would use the cut through route and therefore it would be less of a problem. If the agency had done their research and truly studied the EIR, they would have realized the local traffic was the largest problem.

I refer you to EIR facts, "Annual Average Daily Traffic (AADT) volumes have increased at a rate higher than the Peak Month Average Daily Traffic (PMADT) volumes in the area. The peak month of traffic in the study area typically occurs in July. On SR 28 between SR 267 and Coon Street, AADT increased by 2,000 vehicles between 1992 and 2002, while PMADT volumes actually declined by 100." Drop in PMADT is a sign that business is going elsewhere or that visitors are car pooling more and walking more (the first of these options seems more likely)." (2)

IT42-16

What these number's show is that the amount of 'locals' is increasing so quickly, that the North Tahoe/Truckee locals indeed will be the most detrimental effect to the Kings Beach residential neighborhood. Though the cut-through routes will become established and noticeable by tourists as time goes on.

2) An example of literature SBC was distributing. A SBC handout from May 1, 2007, at a public workshop clearly shows the projects bias. The handout lists strengths for the two lane alternatives which are no greater than with the four lane alternative, yet they are not listed with the four lane alternative's strengths. The four-lane alternative was cast under a poor light while the two lane alternatives have twice as many strengths listed.

The strengths listed specifically for Alt. 2 and 4, which should have at least been listed with Alt. 3 are: 1) "Better Air Quality" is actually provided by the four lane alternative because it causes less congestion. 2) "Consensus of business owners likely" is untrue because it seems that most of the business owners in the project area are in favor of the four lane alternative. 3) "Continuous flow of traffic" is only true a portion of the time, because lane reduction increase traffic congestion in the off season. Note - Automated lights would provide more continuous flow and less air pollution in the off season (4), while timed lights are the best for traffic flow in the peak season. 4) "Bike lanes" was listed as a strength to the two lane plans but not the four lane plan, even though there is a 5' bike line in all three alternatives. 5) "Seasonal parking closing might not be necessary." I am not sure, but I think the calculations in the EIR counted on seasonal parking elimination for the two lane plan in order not to cause even more congestion. It seems that if this isn't possible or at all likely, then the SBC shouldn't promote it as a possibility when they refused to promote any extra possibilities with the four lane alternative. 6) "Provides outdoor seating for restaurants" does not make the sidewalk more walkable. Besides, most the business buildings in Kings Beach already have room in front of their buildings for tables, but they choose to use it for parking. 7) "Business friendly" is questioned by the signatures of over 45 downtown Kings Beach business owners. 8) "Will alleviate bottleneck at Brockway" but will fill the downtown corridor with traffic. 9) Less time and money than Alt. 3" is only partly true. Though there is extra construction involved with Alt. 3, it would be ridiculous if the project could not be done in two seasons. The part about it being less money is a complete contradiction to the what the County says. Due to the need to create extra parking and purchase right of way, Alt 2 and 4 will actually cost extra. 10) "Less start and stop" is also incorrect. In the signalized four lane plan a vehicle will at worst have to start and stop twice (excluding stopping for pedestrians at the unmarked locations). With the poor traffic queuing due to lane reduction, the dynamics may stop traffic flow in all directions every time a pedestrian crosses. This could result in a vehicle having to start and stop ten to fifty times as it crosses through Kings Beach on a peak summer day. 11) "Less diversion into neighborhoods because traffic keeps flowing" shows that the Sierra Business Council does not have any respect for the EIR and evidence. 12) "Bike friendly" is not proven to be an improvement over appropriate Signalized lights. 13) "Increased housing opportunities" may be implying the road reduction is a better medium for condominiums to be built.

IT42-17

And it goes on to list about twenty more travesties of the truth. Please do not respect the so called SBC consensus. With all the propaganda, only a small portion of people were swayed, and most of them were probably convinced by proponents of a two lane long before the workshops.

IT42-18

At the time of the 2000 consensus, there were 5,705 people and 1190 families ( in the Tahoe Vista and Kings Beach town limits. (4) With

IT42-19



community support of no more than 148 people (at the workshop), it can hardly be called a 'community consensus'. Only a workshop consensus was achieved (and at the third it appeared the majority of attendees were proponents of a four lane alternative).

When it comes to reaching an agreement between economic growth and the environment, SBC has a spectacular way of making everybody happy. However, the battle in Kings Beach appears to be between a certain groups vision for our downtown (economy) and the safety of our neighborhood (civic), an arena the Sierra Business is less then renowned in. The SBC has failed to convince Placer to invest in community safety because the proposed redevelopment will cause heaps of 'grid cut through traffic' before and long after the project is completed. SBC also has failed to deal with issues of equity. While costs in developing areas soar, low income workers are displaced, while property tax increases or pbids are being proposed on struggling middle class homeowners and business owners. The Sierra Business Council's agenda and abuse (seen by distributing half-truths) of a strong North Shore collaboration has created a sense of divisiveness in Kings Beach.

IT42-19  
cont.

#### WHERE IS AN ENHANCED FOUR LANE ALTERNATIVE

If the high accident rates were enough to lobby for a roundabout and CalTrans approval, why were the rates not high enough to justify some greater pedestrian and vehicular safety enhancements to go along with the four lane alternative? This is a question our regional planners should ask themselves.

In the overzealous fight to reduce lanes in Kings Beach, other traffic calming methods have been overlooked or intentionally ignored.

The EIR says that pedestrian mobility is improved on SR 28 with the four lane alternative, but could be further enhanced. (appendix, 9) The EIR fails to mitigate any potential devices to slow traffic down. It is a huge oversight.

IT42-20

We have a plan coming together that I believe should have been considered. Goes like this:

The Plan So Far.....

(Though there are some inhabitants on traffic calming measures in snow country, it seems CalTrans is willing to work with us.) We will start with the improvements out of the project zone which need to be completed to slow vehicles down and create a sense of 'a mountain town' before vehicles reach the project zone.

**The Hwy 267 'North Shore Gateway' design** to be placed a reasonable distance north of Speckled (It is also suggested that this be just north of SR 28). Gateway designs in communities trying to calm a street should incorporate traffic calming methods into the Gateway design. -

**Why** - To define the community and let travelers coming down from Brockway Pass know where the community begins. This would be part of the process for reducing speeds on the south end of 267, which is predominately a residential highway (kind of an oxymoron, but the way it is). This gateway can have signage directing visitors to three locations - Tahoe Vista, Downtown Kings Beach, and the Kings Beach Industrial Drive.

**What Methods** - Lane Narrowing from Speckled to SR 28, Rumblestrip, Slight horizontal deflection with median or a landscaped neckdown (Both of these would create the space for the welcoming sign or Gateway Monument). All of these reduce speeds and are excellent lead ins to a mainstreet atmosphere.

IT42-21

**Extras** - A turning lane at Speckled Ave.

**Reduce Speed Limit** - A focus needs to be on reducing speed limits in Brockway, Tahoe Vista, and on south Hwy 267. This will slow vehicles down before reaching the Commercial Core, as well as increase safety in our neighboring communities.

**Specifics Reductions** - From Crystal Bay to Kings Beach; From Speckled Ave. to SR 28; and from Pinot Grande to hwy 267.

**Narrow Lanes** - Lanes should be narrowed before the project zone as well. This is instrumental in slowing driver speeds and eventually our local highway speed limits. As to avoid the risk of increased accident rates, no roadways should be narrowed more than to an 11 ft width.

**Specific Narrowings** leading to the Project Area - On SR 28 just before Pinot Grande; 300 ft - 400 ft east of Park Avenue, Just North of Speckled Avenue.

Next is the plan so far for town enhancement and traffic calming treatments for within the Project Area. There are additional suggestions which may be placed on the table, but the following seem like the most attractive and effective methods mentioned so far. -

**Kings Beach Gateway at West End** - This should be located just before the Griff Creek Bridge, before Secline (with our highest accident rate). A monument is suggested at this location, because this is our main entrance.

**What Methods** - Lane Narrowing before Secline (possibly the left turning lane leaving Kings Beach should be narrowed as well, if so we can gain 5 extra feet for a median or other method), Rumblestrip, Slight horizontal deflection with median and a landscaped neckdown (Both of these would create the space for the welcoming sign or Gateway Monument). All of these reduce speeds and are excellent lead ins to a mainstreet atmosphere.

IT42-22

**Kings Beach Gateway at East End** - Intended to slow people as they come into town from a steep grade out of the Brockway Community.

Though a steep grade makes certain traffic calming measures more difficult, this Gateway will serve as a visual cue to let drivers know they are in a pedestrian village. To define this Gateway a neckdown/bulbout method is suggested with landscaping and appropriate signage.

Rumblestrips should be incorporated into the Gateway.

Though the pedestrian activity is light at the Chipmunk and SR 28 intersection, a raised crosswalk following the East Gateway would be helpful to slow vehicular traffic down and promote business on the East side of town.

**Mid-Block Crossing Locations** - 22 foot speed tables will reduce speed and accident severity. They will also increase awareness of pedestrian



crossings. These should be placed at the SR 28 mid-block locations between Secline St. and Deer St.; Coon St. and Fox St; Fox St. and Chipmunk St. (Initially it is not recommended to have mid-block crossing between Coon St. and Bear St., or Deer St. and Bear St.)

**Why** - To slow vehicles down at locations with high pedestrian accident rates, and to decrease speed before our intersections.

**Medians and Pedestrian Islands** - Would reduce the length of mid-block crossing below what the three lane alternative offers, as well, four lane divided roads have lower accident rates than three lane undivided roads. These should be located at the above mentioned mid-block locations.

**Crosswalk Enhancements** - Though the above mentioned would provide an acceptable level of safety at mid-block locations, other crossing enhancements could be added.

**Raised Crosswalks** - At the SR 28 intersections at Chipmunk, Deer and Secline, a raised crosswalk and/or recessed flashing lights should be considered.

**Time Signals** - This would control speed at the Commercial Core's center, between Bear St. and Coon St.

**Beautify** - Make Kings Beach feel like a Village with decorations, ornamental signals, and quality landscaping. This will slow people down and encourage them to stop. Landscaping rows of trees along the roadway, is said to slow speeds down because they make drivers feel like they are going faster than they are.

Please contact the Kings Beach Business and Citizen's Alliance to add to this list.

THANK YOU VERY MUCH - JERRY DINZES

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IT42-22  
cont.

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**From:** John and Helen Foster [mailto:johnhelenfoster@accessbee.com]  
**Sent:** Mon 6/18/2007 11:05 AM  
**To:** Jon-Paul Harries  
**Subject:** Comment on the Kings Beach Downtown Improvement Project

**TO:** Jon-Paul Harries [jharries@trpa.org](mailto:jharries@trpa.org)  
**FROM:** John and Helen Foster [johnhelenfoster@accessbee.com](mailto:johnhelenfoster@accessbee.com)  
**RE:** Kings Beach Commercial Improvement Project

For twenty-five years we have been property owners in the Kings Beach community and for fifteen years we have been year-round residents. We have been active in efforts to improve our neighborhood in various ways.

We have participated in all four of the recent informational meetings on the Kings Beach Commercial Improvement Project along with previous meetings over the years in which this project has been discussed. We have found the process healthy and positive, involving people from the community. The Sierra Business Council staff that served as facilitators provided extensive notification of the meetings and appropriate leadership in the meetings themselves.

IT43-1

After considerable thought, we have come to support the two proposals that involve three lanes and roundabouts. Of the two proposals we favor the proposal that allows for some parking on the street most of the year (all but July and August). We favor the 9 foot sidewalks. We are mainly concerned with making the Kings Beach core a pedestrian-friendly environment that will serve local residents and visitors as well as the business community. Generous sidewalks are needed for public safety and to encourage people to get out of their cars.

IT43-2

The three lanes and roundabout proposals do the best job of providing for traffic calming and speed reduction. The current arrangement of the highway encourages speeding and endangers pedestrians. By providing roundabouts pedestrians can cross the street from one side to the other pausing on the islands in the middle of the street for safety, as necessary..

IT43-3

While we are aware that on a few days of the year there will traffic backed up in the community, we are considering the needs of the local people on the many, many other days of the year. As it is now the two lanes through Kings Beach from the east are the first multiple lanes for miles around the lake including Incline Village. Drivers tend to take the extra lane as an invitation to speed through our community. Daily, we witness drivers violating pedestrian crosswalk laws and imperiling the people crossing the streets. When we stop to allow pedestrians to cross we often incur the wrath of other drivers.

IT43-4

We are appalled at the criticism of the process by others, many of whom did not attend many previous meetings, if at all. We are troubled at the possibility that their objections might overwhelm the conscientious efforts of the hundreds of us who have conscientiously participated in the deliberations in meeting after meeting. We hope that the Tahoe Regional Planning Agency leadership will value our ongoing participation. We do want a vibrant, safe community especially for our children and youth.

IT43-5



**Shannon Hatcher**


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**From:** Jon-Paul Harries [jharries@trpa.org]  
**Sent:** Friday, June 22, 2007 11:26 AM  
**To:** Dan LaPlante  
**Subject:** FW: Response to Request for Comments (Kings Beach Commercial Core Improvement Project DEIR)

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**From:** Ed.Granzow@CH2M.com [mailto:Ed.Granzow@CH2M.com]  
**Sent:** Mon 6/18/2007 12:54 PM  
**To:** Jon-Paul Harries; Keith Norberg  
**Cc:** jerrydinzes@yahoo.com; mccluretahoe@yahoo.com; mbeser@sbcglobal.net; Susan.Daniels@cbnorcal.com; ccook@placer.ca.gov  
**Subject:** Response to Request for Comments (Kings Beach Commercial Core Improvement Project DEIR)

**Sent to TRPA (6/18/07)...**

As a traffic and transportation planner for over 30 years and a resident of Brockway (I live on N Lake Blvd) who has worked on numerous projects on this type, I find the evaluation and assessment of the impacts of the proposed project as presented in the DEIR for the Kings Beach Commercial Core Improvement Project completely inadequate and in likely violation of the project assessment and community involvement guidelines of the NEPA process.

IT44-1

In general, traffic, congestion and delay impacts of any capacity reduction alternative were clearly described and detailed in the project's traffic report. These impacts were characterized as significant. Based on the stated Purpose and Need in the DEIR, these impacts were given no or minimum weight in evaluation of the various alternatives' performance. This was due to the narrowly defined Purpose and Need which was established without adequate public consultation for the project and/or reasonable consideration of the scope of project impacts. In addition, to minimizing the importance of traffic impacts, despite explicit recognition in the traffic report of likely through traffic diversion into residential neighborhoods, no assessment or recognition of safety and environmental justice impacts of this diversion is included in the DEIR.

IT44-2

The Purpose and Need is flawed in that it is based on an inadequate assessment of the weight to be given to the various social, environmental, safety and mobility impacts of the project in terms of both user and system benefits and costs given community sentiments and concerns.

IT44-3

Regarding the proposal to construct roundabouts, no mention is made to the pedestrian and bicycle safety impacts of an indirect (around the roundabout) vehicular approach to the marked crosswalks paralleling and crossing Hwy 28 and probable safety risk that would present. Research on pedestrian and bicycle safety issues associated with roundabouts clearly identifies these potential impacts. The alternatives presented also fail to consider alternate routing for bicycle lanes and/or paths.

IT44-4

Based on discussions with a number of members of the corridor business and residential communities, the community involvement process does not adequately represent a fair and equitable distribution of affected community groups and opinions. This is evidenced by the apparent lack of representation in establishing the goals, purpose, need and evaluation criteria for project alternatives. It is also evidenced by the inadequate assessment of community views and attitudes represented by selecting and publishing two alternatives which do not meet with the approval of a significant portion of those impacted by the project. Notification and description of the project workshops which were held do not provide an adequate description of the intended outcomes of these workshops in terms of moving forward with alternative refinement and selection. Based on mailed out materials, these appear to be workshops to provide education regarding the options under consideration and to gather community input. A number of people I talked to were surprised that these were in any way used to make and justify any selection of a preferred alternative or alternatives.

IT44-5

Subsequent meetings and discussions with Placer County staff, in spite of their statements denying any bias in the process, have demonstrated their failure to acknowledge that the alternative screening process was flawed and that the alternatives

IT44-6

6/25/2007



recommended based on the workshop process do not have the support of a significant portion of the community. This bias is evidenced by the statement on the Placer County website that these alternatives represent "the two choices that the community selected as the frontrunners" (<http://www.placer.ca.gov/News/2007/April/KingsBeach.aspx>). Going forward on this basis, as well as, utilization of the DEIR purpose and need for assessing the project's drawbacks and merits is a clear violation of California and Federal guidelines and standards for assembly of an environmental impact document and overlooks many important potential impacts of the project.

IT44-6  
cont.

Based on my brief review of the traffic report itself, there seem to be three significant shortcomings in the analysis. First, given the scale and number of proposed projects currently being planned in nearby areas (i.e. Tahoe Vista), the report's traffic forecasting methodology fails to address cumulative impacts of all expected projects in the area. Second, based on my read, evaluation of intersection control strategies and assessment of relative impacts seemed to focus on user benefit. Thus far, I have not found any discussion or tables comparing system benefits (which would have the effect of weighting travel time savings, traffic delay and other measures by affected traffic volume). This would better delineate the value of reduced congestion and improved travel times for the majority of the drivers on Hwy 28. Lastly, the report compares operation of a two lane facility with a continuous left turn lane in Tahoe City to the proposed project. In concluding less impact from conversion of the current two inner lanes to a continuous left for the project, the report fails to address the impact of the proposed roundabouts which would limit the option of using the center lane as an additional through lane for special event traffic, evacuation and emergency vehicles. No other effective mitigation strategy for managing circulation needs associated with incident based congestion is presented.

IT44-7

Further, the information presented in the workshops and in the body of the DEIR do not present a reasonable or concise description of the potential longer term impacts in terms of duration of congestion (number of days and severity) or extent. Spillover impacts into other areas and upstream delay are not adequately addressed. Despite the conclusion in the traffic report that neighborhood cut through impacts are a significant and unmitigatable impact, neither the DEIR or any subsequent discussions with Placer County representatives have managed to realistically address this issue. The traffic report prepared for the EIR states that traffic calming measures will not effectively mitigate the problem. Yet the County and its representatives have continually referred to traffic calming on neighborhood streets as a potentially viable mitigation strategy.

IT44-8

The DEIR also fails to discuss the environmental justice issues of neighborhood and safety impacts of diverting a significant number of through vehicle trips into predominantly Hispanic neighborhoods. As alluded to above, this impact was clearly described in the project traffic report.

IT44-9

The economic impacts analysis also fails to address the likely impacts of destination change on local merchants which would likely result from the expected highly congested conditions on Hwy 28. It is well documented that when travelers expect significant congestion they will shorten or divert to other destinations which provide similar services. Given expected delays, shopping and other commercial oriented trips to the Kings Beach core from other north shore areas are likely to be reduced due to uncertainty, delays and accessible parking.

IT44-10

In short, based on these failings, moving ahead with the preferred alternatives at this time is clearly not justified and likely a violation of the procedural and assessment guidelines provided under the NEPA process. At a minimum, a new, more inclusive public involvement program should be initiated to ensure recognition of the full range of options and community sentiments associated with this project. Such a program should also recognize and attempt to rectify the shortcomings in presenting the full range and severity of the potential impacts of significantly reducing road capacity on Hwy 28 in Kings Beach.

IT44-11

I would be glad to provide clarification of any of the above points or further information regarding my assessments and conclusions regarding the DEIR.

Edward F. Granzow  
9550 N Lake Blvd  
Kings Beach, CA

Home-503.546.3113  
Voice mail-510.251.2888  
Cell-510.517.3952



**Shannon Hatcher**

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**From:** Jon-Paul Harries [jharries@trpa.org]  
**Sent:** Friday, June 22, 2007 10:56 AM  
**To:** Dan LaPlante  
**Subject:** FW: King's Beach comments

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**From:** Kirkwood, Mike [mailto:mkirkwoo@rady.ucsd.edu]  
**Sent:** Mon 6/18/2007 10:14 PM  
**To:** Jon-Paul Harries  
**Subject:** King's Beach comments

Ms. Harries,

Thank you for the opportunity to provide comments on the Kings Beach Commercial Core Improvement Project (CCIP), Draft Environmental Impact Statement /Environmental Impact Report/Environmental Assessment (DEIS).

My wife and I own a home/commercial property at 240 Coon Street, less than a block from the proposed round-about, and are excited about the approach and the overall foresight shown in this project. We view alternatives 2, 4 and the community-developed hybrid alternative as ideal and wanted to provide this feedback to the decision making process.

IT45-1

This project has great potential to increase pedestrian safety, encourage alternate modes of transportation and revitalize the economic vitality of this community.

IT45-2

I strongly support the hybrid alternative developed by community participants in a series of Placer County sponsored workshops as facilitated by the Sierra Business Council. This community-developed alternative best addresses the project purpose and need, in addition to the identified needs of Kings Beach residents and business owners.

IT45-3

Following are specific items that I believe should be addressed in the Final Environmental Impact Statement (FEIS):

--Mike Kirkwood  
619.997.4224

6/25/2007



**Shannon Hatcher**

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**From:** Jon-Paul Harries [jharries@trpa.org]  
**Sent:** Friday, June 22, 2007 11:26 AM  
**To:** Dan LaPlante  
**Subject:** FW: KBCCIP

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**From:** Kali Kopley [mailto:kali@kalioperglass.com]  
**Sent:** Mon 6/18/2007 11:14 AM  
**To:** Jon-Paul Harries  
**Subject:** KBCCIP

June 18, 2007

Dear J Harries,

I am sure you have been receiving an enormous number of emails regarding the KBCCIP. This, I imagine, demonstrates the commitment and passion of our community and the need for an improvement project. Everyone will have their own opinion about what this community needs within the said alternatives; that is what makes democracy so special, we are all entitled to our own opinions. Some things about this project however, are not opinions, i.e.: the need for water quality improvements, increased pedestrian safety and slower traffic thru the commercial core. I have been invited to a gathering to discuss strategy to encourage a livable, walkable, 3 lane alternative. As I agree with the 3 lane opinion and hope for this decision for the future of our community, I would like to state that I and most of the community believe that the decision of TRPA will assist in the preservation of Lake Tahoe. This being such an important factor, please note that the community should not be divided on a decision that has the most positive impact on our environment.

IT46-1

The possibilities are endless for progressive practices and innovative design in Lake Tahoe. I hope for a decision which the community can be proud of and will result in a future which embraces a clean lake, trees, natural habitat, walkable streets, innovative & green materials and a healthy way of life.

IT46-2

Sincerely,

Kali Kopley  
POBOX 2529  
Kings Beach, CA 96143  
530.448.1911

6/25/2007



**Shannon Hatcher**

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**From:** Jon-Paul Harries [jharries@trpa.org]  
**Sent:** Friday, June 22, 2007 11:27 AM  
**To:** Dan LaPlante  
**Subject:** FW: Comments - Kings Beach Core Project

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**From:** Sarah Lagano [mailto:sarah@omgtahoe.com]  
**Sent:** Mon 6/18/2007 8:36 AM  
**To:** Jon-Paul Harries  
**Subject:** Comments - Kings Beach Core Project

I am writing in regards to the Kings Beach roadway project. I am a long time local in the Tahoe Basin attending schools in Incline Village and now a property owner/resident in Kings Beach. I have attended most of the meetings, spoken with other residents (owners and tenants), and followed the dialogue in the local papers. I truly believe the meetings held were informative and fair. In fact after attending meeting #2, I called numerous friends to share what I had learned and encouraged them to attend the process so that we all had a voice.

IT47-1

My fear is that the community has spoken, shared their thoughts and put a great deal of time into the process of understanding what each option means to our community. And now, a small but vocal minority of people are attempting to override the majority. Kings Beach has so much potential as a vibrant, beautiful town with kids and culture and a sense of community. I personally learned long ago while working for city government that you can't please everyone all the time. The "right" decision needs to be made regardless of the vocal minority.

IT47-2

Please do not let this small group of people negate the process that determined what our community does want to see. Here's to a community with a bright future!

Sarah Lagano  
Kings Beach resident/property owner



**Shannon Hatcher**

**From:** Jon-Paul Harries [jharries@trpa.org]  
**Sent:** Friday, June 22, 2007 11:25 AM  
**To:** Dan LaPlante  
**Subject:** FW: EIR/EIS Response for the KBCCIP

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**From:** David McClure [mailto:mccluretahoe@yahoo.com]  
**Sent:** Mon 6/18/2007 3:45 PM  
**To:** Jon-Paul Harries  
**Subject:** EIR/EIS Response for the KBCCIP

**TRPA**

This comprises my response within the June 18 deadline set by TRPA.

This includes technical issues as well as broad concerns not addressed in the document but necessary considerations for the project.

**Technical Points**

1. The level of service (LOS) explanation and summaries (p9 Table 5, and p22 table 10) are not specific enough, and have led many people to a misunderstanding. At the public workshop on May 2, Dave Polivy of the Sierra Business Council said that the 3 lane and 4 lane alternative all showed LOS F by 2028, with the obvious implication that all LOS of F are the same. This is not true according to Caltrans. There needs to be an additional number after the LOS letter that shows the number of hours at which this LOS occurs. This is critical for the public to understand that in 2028 the LOS F11 for alternatives 2 and 4 would last 11 hours. This should be shown in the summary tables, as distinguished from the duration of LOS for alternative 3, which would be considerably less in time.

IT48-1

2. I have asked many times for an example of a roundabout that meets the same spec of traffic flow and pedestrian crossings that we are facing in Kings Beach. The single lane urban compact roundabout would need to accommodate 30,000 vehicles per day, 1600 per peak hour, and 200 to 300 pedestrians per hour. Steve Frisch (Sierra Business Council) told me there isn't one. There must be an example in the high country with seasonal fluctuations, to demonstrate the viability of this highway configuration in our circumstances.

IT48-2

3. The traffic analysis and all explanations of traffic do not account for the relative economic condition of the commercial core. Traffic numbers in the study reflect an economically depressed commercial area, proven by the formation of a Redevelopment Agency for this area in 1996. Base data shows less traffic today than in 1980 because of this unique but depressed area. Traffic numbers since then are not a true baseline, but are temporarily very low due to the complexity of development at Lake Tahoe. Only a few developments to replace what has been torn down in the last 20 years are needed to bring traffic up to at least 1980 levels. Redevelopment will further stimulate improvements that will raise traffic demands much higher.

IT48-3

4. Future growth calculations are not complete due to the lack of integration of Redevelopment as an additional variable on top of the existing Community Plans of Kings Beach and Tahoe Vista. These Plans were formed in the 1990's prior to establishment of the Redevelopment Agency, and therefore could not include forecasts of traffic demands of Redevelopment. Now we know that Redevelopment will generate about \$150 million in the Kings Beach/Tahoe Vista areas (from which almost 70% of the taxes originate) and will no doubt have huge impacts.

IT48-4



5. There are numerous technical deficiencies that make the Multiplicative Reduction of ideal capacity for 3 lanes (1500 v/hr) incomplete. Empirical observations of Tahoe City traffic reduces the ideal capacity to about 731 v/hr and causes long queues. How this slowing of traffic occurs has been analyzed as Multiplicative Reductions, but this is not hard science. Since there are no accepted models to guide this analysis, the traffic consultants made educated guesses as to the categories of impediments and the weight given to each category. The following problems are encountered and must be explained in more detail to give credibility to the forecasted traffic reduction for Kings Beach.

IT48-5

1. Pedestrian crossing data is not sufficient with no actual count for the major intersection of Coon Street and Hwy 28. Pedestrian crossing data is the most critical data for understanding the viability of a 3 lane Hwy configuration change.

IT48-6

2. There is no adjustment in 2008 and 2028 for pedestrian crossings due to the installation of the 3 lane alternative that has the specific intention of increasing pedestrian traffic and crossings for a pedestrian friendly road. The current numbers for post 3 lane pedestrian crossings completely ignore any increase due to the project itself being finished and Redevelopment of the commercial core.

IT48-7

3. Bicycle crossings are similarly incomplete. To use 1 or 2 bicycle crossings per hour during the summer for pre project and post project and post Redevelopment is not credible and cannot lead to a true understanding by the public.

IT48-8

4. Bicycle side friction numbers are similarly less than what would be necessary for a believable percentage reduction.

IT48-9

5. Parking Space Searching is an unfounded number and must be justified, because in Tahoe City the reduction is 24% yet in Kings Beach with no on street parking the reduction is estimated at 15%. Yet people will be slowing down to look for parking even if it is off street. They will not know where to turn or how to park closest to the business they wish to patronize.

IT48-10

6. Truck loading/unloading in Tahoe City is 2%, yet in Kings Beach post project and post Redevelopment the assumption is that the center lane will never be used. Who will enforce this? This needs further explanation because no one seriously believes delivery trucks would not use the center lane.

IT48-11

It is the combination of these deficient, subjectively derived, illogical numbers that result in a much higher forecasted capacity for 3 lanes in Kings Beach vs. Tahoe City's empirical traffic flow (731 v/hr in Tahoe City, but over 1200 v/hr in Kings Beach). With traffic volumes in Kings Beach currently greater than Tahoe City and even moreso in post Redevelopment, an inaccurate and understated reduction forms a false data base from which queue build up and neighborhood cut through traffic numbers are derived. When LSC Transportation Consultants developed this initial analysis several years ago, Gordon Shaw admitted he was in favor of the 3 lane alternative. This bias is evident in the multiplicative reduction numbers being so low compared to Tahoe City. Now Gordon Shaw has changed his position and recommended to the Design Review Committee of the NTBA that they choose the 4 lane alternative. This base data is so critical to examine a thorough detail because it forms the basis of all other traffic related information, such as queue build up, neighborhood cut through traffic, and LOS analysis.

IT48-12

IT48-13

Since the capacity reduction numbers are so arbitrary and not factually based these numbers and assumptions need more rigorous examination. There should be at least two more traffic scenarios run that use traffic flows of 1000 v/hr and 800 v/hr. In an email from Paul Zykovsky (Director of the Land Use/Transportation Programs for the Local Government Commission) stated, "The problem is at intersections where we lower the capacity to about 800 vehicle per hour." This was in response to my questions about the Federal Highway Administration's publication on Roundabout Capacities and what I saw was the obvious need for a double lane roundabout in Kings Beach.

IT48-14

IT48-15

6. Another technical point that was not addressed in the traffic study is the accordion effect of impediments in one segment or intersection that effect another segment or intersection due to proximity and bumper to bumper congestion. When 20 pedestrians cross a single lane and it stops for 15 seconds, backed up traffic will be effected immediately through the entire segment and even traffic exiting the prior roundabout. In the FHA report it states that roundabout queues build up quickly and congestion increases geometrically. This effect must be addressed if the single lane roundabout and 3 lane alternative is to be seriously considered.

IT48-16

IT48-17



7. Placer County has proposed their Neighborhood Traffic Calming Program as a way to mitigate the cut through traffic in Kings Beach, which the Traffic Study claims is unmitigatable. There must be evidence of another neighborhood where this program was applied that has similar cut through numbers 2000 to 5400 vehicles per day. And this must be examined thoroughly for its applicability to Kings Beach, otherwise it cannot be seriously considered as a mitigation.

IT48-18

In conclusion, on May 23 2007 I discussed in detail the only roundabout in Park City, Utah with the City Engineer who oversaw the entire process and completion seven years ago. Steve Frisch of the Sierra Business Council used this roundabout as an example of roundabouts in other ski resort areas with periodically heavy traffic. Unfortunately, the Sierra Business Council did not research this well and again misled the public in Kings Beach at the recent workshops sponsored by DPW. Park City's roundabout is not in the commercial area. It has three feeder roads each contributing evenly most of the time to the roundabout (unlike Kings Beach where only two feeds account for over 90% of the traffic), and there is very little pedestrian traffic. Eric DeHaan, Park City's Engineer, told me that pedestrians do not go well with high traffic roundabouts like in Kings Beach. They would never install a roundabout near the commercial strip (Main St.) even with their low traffic flows of 5000 vehicles per day. There have been many problems with pedestrians in their roundabout that has very few pedestrians, no commercial businesses near it, and has residential uses next to it. In any discussion of roundabouts he is willing to offer Park City's experience and knowledge, but it will be the end of the 3 lane roundabout idea for Kings Beach.

IT48-19

This exercise for Placer County and Kings Beach has been a waste of Redevelopment dollars. The technical details could have been publically examined a few years ago and would have precluded the need for numerous biased studies and predisposed public workshops that have simply tried to sell the community on an idea that cannot work in the real world. Placer County's Executive Office is ultimately responsible for this waste of public funds to aggressively force their vision (along with a few key Tahoe City leaders) on the general public. They have succeeded in persuading many in our community with half truths and misconstrued information. Expenditures for the 3 lane roundabout vision have likely exceeded \$1 million, yet the reality is the public has been duped and this vision can never work along Hwy 28 in Kings Beach. Placer County will be held accountable for this complete waste of public funds. I can only hope that the TRPA does not encourage Placer County's negligence in this matter.

IT48-20

David McClure  
Po Box 349  
Tahoe Vista, CA 96148

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Food fight? Enjoy some healthy debate  
in the Yahoo! Answers Food & Drink Q&A.



**Shannon Hatcher**

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**From:** Jon-Paul Harries [jharries@trpa.org]  
**Sent:** Friday, June 22, 2007 11:26 AM  
**To:** Dan LaPlante  
**Subject:** FW: Kings beach plan with ZERO impact guaranteed to protect pedestrians

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**From:** Phil [mailto:phil.mos@gmail.com]  
**Sent:** Mon 6/18/2007 1:15 PM  
**To:** Jon-Paul Harries  
**Subject:** Kings beach plan with ZERO impact guaranteed to protect pedestrians

Hi there,

I read that you might be the guy to talk to about the proposed Kings Beach "beautification". Seeing as TRPA is here to protect the lake, especially from environmental harm, I am sure that you will LOVE this idea and instantly support it over all others. It has NO environmental impact and will actually improve the lives of Kings Beach residents: Use the \$40 MILLION dollars to hire a few crossing guards for the next 500 years at \$80,000 per year rather than doing a bunch of UN-needed construction which is GUARANTEED to have a NEGATIVE environmental impact on the lake.

IT49-1

IT49-2

Please give this alternative the consideration it deserves. If the TRPA has any say in this project whatsoever, and if you TRULY care about the clarity of the lake and not just the immediate tourist revenue, this is the best option. Thanks for your time,

-Phillip Mosby  
Kings Beach Native



**Shannon Hatcher**

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**From:** Jon-Paul Harries [jharries@trpa.org]  
**Sent:** Friday, June 22, 2007 10:58 AM  
**To:** Dan LaPlante  
**Subject:** FW: Kings Beach Commercial Core Improvement Project

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**From:** Christopher C. Nolder [mailto:ccnworld@yahoo.com]  
**Sent:** Mon 6/18/2007 5:07 PM  
**To:** Bruce Kranz  
**Cc:** Jon-Paul Harries; Bill Combs  
**Subject:** Kings Beach Commercial Core Improvement Project

Hello,  
I have been a resident, business and multiple property owner since 5/99.  
I travel all over the USA, Europe and Asia for work. I have visited, done business, lodged for multiple nights and examined many of the model communities that were used for the foundation of this project including Aspen, Vail, Park City, and Whistler. I firmly believe using these cities as a blueprint or benchmark will create a positive outcome for Kings Beach. IT50-1  
I participated in all the workshops related to this project at the N.T. Conference Center. I believe the process was fair, free of bias, free of dishonesty and free of injustice. I was proud to represent my opinions and my community at such a legitimate meeting to form a consensus to move the project forward. We "put our money where our mouth is" and voted for alternative #4 with alt. #2 a close second place. Second place alt #2 is close to double the votes of the 4 lane alt. #3. Please consider these simple facts in your planning and decision making process to approve this project. The majority of our community wants this project to move forward with 3 lanes and round-a-bouts. IT50-2  
IT50-3

Thank you,  
Christopher C. Nolder  
8489 Trout Ave.  
Po Box 1  
Kings Beach, CA.  
96143  
530-546-9222

---

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**Shannon Hatcher**

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**From:** Jon-Paul Harries [jharries@trpa.org]  
**Sent:** Friday, June 22, 2007 11:28 AM  
**To:** Dan LaPlante  
**Subject:** FW: Kings Beach Core Improvement Project

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**From:** DAVE SCHIESSL [mailto:whitewaterhappycampers@usa.net]  
**Sent:** Mon 6/18/2007 8:24 AM  
**To:** Jon-Paul Harries  
**Cc:** John Singlaub; Bruce Kranz; Julie Motamedi; Bill Combs; Mara Bresnick; Shelly Aldean; Allen Biaggi; Ross Miller; Norma Santiago  
**Subject:** Kings Beach Core Improvement Project

Jon,  
I have been a resident of Kings Beach for ten years, and have attempted to attend all of the meetings addressing the Core Improvement. I have not attended all of the meetings but have been VERY impressed with the process that has made me aware of the options. The Sierra Business Council did a terrific job in the presenting of all of the potential changes. Granted, they cannot cover all aspects, but the details will come along. I am very excited to see these changes take place.

IT51-1

I was very disappointed when I heard that a small group of 'alleged' concerned citizens now feel that they were not given the opportunity to give their opinion. I am a proponent of any three lane option. I do not have a business that will be affected however I will be affected by any option since I do live on Brook Ave. which is scheduled to change to a one way street. There are many issues that need to be addressed but trying to redirect the entire process just because their option was not selected is not correct. I believe that the majority has spoken and that anyone else has had their chance to speak up.

IT51-2

Please don't let a few vocal 'sore losers' put a damper on our long awaited goal of a new core area. The process is long and fair. I know that many of the three lane proponents are unaware of this final surge by the four lane proponents. Please don't let this occur. We have worked hard and long to achieve this proposed change. I hope to see it constructed. Thanks you for your help.

Dave Schiessl  
PO Box 446  
Kings Beach, CA 96143  
530-412-3413



**Shannon Hatcher**

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**From:** Jon-Paul Harries [jharries@trpa.org]  
**Sent:** Friday, June 22, 2007 11:26 AM  
**To:** Dan LaPlante  
**Subject:** FW: Three-lane support KBCCIP

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**From:** Renee Shadforth [mailto:renee@buzzdesigngroup.com]  
**Sent:** Mon 6/18/2007 12:23 PM  
**To:** Jon-Paul Harries  
**Subject:** Three-lane support KBCCIP

Hi Mr. Harries,

I support a three-lane alternative for the Kings Beach Commercial Core. As a business owner and resident in Kings Beach, I feel this alternative best fits the goals of the project and also mirrors the input given by the public in Pathway 2007 workshops.

IT52-1

A combination of alternatives two and four is the best way to make our community a safer and more vibrant place to live and visit. These alternatives, with their wider sidewalks and increased traffic calming measures, also encourage more pedestrian and bicycle traffic, which is helping the TRPA's goal to improve Lake Tahoe's famed clarity.

IT52-2

I also believe roundabouts are the ideal traffic-calming measure for our downtown, since they maintain traffic flow and they force pedestrians to only cross one lane of the highway at a time.

IT52-3

Thank you for taking the time to hear my comments.

Sincerely,  
Renee Shadforth

**The Buzz Design Group**

Graphic Design • Web Design • Marketing Solutions  
(530) 546-7910  
[www.buzzdesigngroup.com](http://www.buzzdesigngroup.com)



**Judy Nikkel**

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**From:** Stanley M Sokolow [overbyte@earthlink.net]  
**Sent:** Monday, June 18, 2007 12:03 AM  
**To:** Judy Nikkel  
**Subject:** Kings Beach Community Core EIR

My family owns a house and a half-interest in a condo in the Kings Beach area. We oppose the narrowing of the lakeshore boulevard. Any community improvement by such project would be at the price of traffic backups, resulting in diversion of through traffic onto neighborhood streets to get around traffic jams. This would harm the community, not help it. Please send this plan back to the drawing board for a better idea.

IT53-1

Stanley M. Sokolow  
301 Highview Court  
Santa Cruz, CA 95060  
831-423-1417

Owner of 7856 Mashie Avenue, Kings Beach and 50% interest in a unit in Tahoya Shores, 7610 N. Lake Blvd.



**Shannon Hatcher**

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**From:** Jon-Paul Harries [jharries@trpa.org]  
**Sent:** Friday, June 22, 2007 11:27 AM  
**To:** Dan LaPlante  
**Subject:** FW: Kings Beach Commercial Core

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**From:** Will Stelter [mailto:will@garydavisgroup.com]  
**Sent:** Mon 6/18/2007 9:09 AM  
**To:** Jon-Paul Harries  
**Subject:** Kings Beach Commercial Core

I've lived on the North shore for 6 years and 4 years in Kings Beach. The current road and pedestrian crossings are very sketchy and motorists largely do not respect pedestrian travel. This needs to change as part of the proposed improvements to the commercial core. To have large, safe walkways and bike lanes would be the best thing to ever happen to this little concentrated stretch of roadway. For anybody who says we need to be able to drive fast and unobstructed through this area is a crazy air condition gipsy and doesn't really know what beauty Kings beach has to offer.

IT54-1

Please call if you have any questions or comments 530-583-9222 x 20.

William B. Stelter, P.E.  
Project Engineer  
GARY DAVIS GROUP



**Shannon Hatcher**

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**From:** Jon-Paul Harries [jharries@trpa.org]  
**Sent:** Friday, June 22, 2007 11:27 AM  
**To:** Dan LaPlante  
**Subject:** FW: KB Core Improvement Project

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**From:** Lisa Trainor [mailto:LTrainor@ashleyquinnpcas.com]  
**Sent:** Mon 6/18/2007 9:40 AM  
**To:** Jon-Paul Harries  
**Subject:** KB Core Improvement Project

To Whom It May Concern:

I drive through Kings Beach every day on my way to work (I live in Truckee and work in Incline) and I support the proposal to convert to three lanes. People drive way too fast through Kings Beach – it's not safe for pedestrian and bicycle traffic. In addition, the current four-lane configuration does nothing to encourage people driving through town to stop and shop at the retail outlets in town. The Kings Beach community is one with a lot of potential. Conversion to three lanes of traffic will do much to create an infrastructure that supports the community of Kings Beach and would be a great improvement over the current four-lane thoroughfare.

IT55-1

Thank you for your consideration,

Lisa Trainor

Lisa J. Trainor, CPA, MBA  
Ashley Quinn CPAs and Consultants  
PO Box 7800 - 937 Tahoe Boulevard, Suite 200  
Incline Village, NV 89452  
Phone: (775) 831-7288  
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6/25/2007



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TO: TRPA & PLACER CO.  
Planning Commission & Placer Co.  
Board of Supervisors

I Support Alternatives 2 & 4  
 \* ~~NOT~~ ~~ALTERNATIVE~~ "3"

IT56-1

NAME	ADDRESS
William Johnson	8634 Brockway Vista KB
Ph	8790 #3 North Lake Blvd KB
PEGGY HINE	8634 BROCKWAY K.B.
Theresa May Duggan	8675-8675-8677-8679 Brockway
Stephanie Glick	8679 Brockway Vista Vista
Sally Wiley	8677 Brockway Vista
Brent + Andrea Furams	8675 Brockway Vista
Janie + Michelle Hood	8675 Brockway Vista
JAY & MARGARET M. VALOS	7697 Pinedrop LN
Ron Rinn	P.O. BOX 2868 Steelhead Ave KB
JOAN HASSENPLUG	641 Chue
JOHN FOSTER	P.O. Box 215 KF
Carol Savary	P.O. Box 2990 KB 96143
KRIS CHRIS/Janet	Box 1305 KB 96143
Lesley Bruemmer	P.O. Box 1305 KB 96143
Isaiah	P.O. Box 2803 KB 96143
Tim Bradley	" " 1234 " "
Kali Kepler	P.O. Box 267 CB, CA 96140
ROBERT CRIVITY	Box 1692 CB, CA. 96140
Madi Ordway	P.O. Box 1691 CB, CA 96140
Renee Shacht	P.O. Box 2322, KB, CA 96143
Andy Demben	P.O. Box 2322 KB CA 96143
Pam LeFrancois	P.O. Box 1266 KB CA 96143
Eugene "Gene" Duggan	7201 Pino Ave IV CA 96148-0290
Rand Carter	386 Agatam TV CA 96148
Sherie Carter	386 Agatam TV CA 96148
MICHAEL LEFRANCOIS	8685 LOVELY VINEYARD AVE, KB 96145
Curt Hegener	P.O. Box 1891, In the Valley, NV 89450 (Party owner KB Car Wash)
William C. Schuyler	P.O. Box 1891 KB, CA, 96145 (Tahoe handyman)
Alisa Schuyler	P.O. Box 1891 KB CA 96143



Page #2

We support Alternative 24 ~~Not Alternative 3~~

Name Address 6-18-07

Rory O Boyle 88201891 F66196145

Nikki Alter 5407 Caledonia Circle, CA 96140

mike Alter 5407 Caledonia Circle, CA 96140

Will Johnson 8778 North Lake Blvd Kings Beach

MICK HORN 1177 REGENCY WAY, KINGS BEACH CA 96143

SCOTT COPELAND 8995 CUTTINGWATER AV K.B.

SCOTT COPELAND 8619 SPECKLED AV K.B.

SCOTT COPELAND 8401 NORTH LAKE BLVD K.B.

Michael Morales F02 1134 Crystal Bay Rd

Dale Thompson 7106 6th Ave Takoma CA

Ed McWayne 7106 6th Ave Takoma CA

Mark Hall 7852 Masque Kings Beach CA

Steve Little Lincoln Green Kings Beach CA

Cory 12161 Sierra Dr. E. Truckee

1340 CATERBURY DR KINGS BEACH CA

9827 Pier Ave Kings Beach, CA

16159 Lancaster Place Truckee CA

8734 GOLDEN KINGS BEACH

ALEX K. IVEREC III 6969 GREY LANE, TANTOO VISTA

John Iverec 6945 Green Lane, TANTOO VISTA

Phil McPhail 345 FOX ST. Kings Beach

Sue Shuck 345 FOX ST. Kings Beach

SCOTT TICOT 804 CRYSTAL RD NV 89402

8776 North #1 KB 96143

MARK HOLLERBACH 8727 N. LAKE KB, 96143

Elizabeth Parson 205 BERT ST KB, 96143

Jim Gumbin 8748 N. LAKE BLVD KB 96143

Dana Ash 8577 Steelhead Ave KB 96143

Janice Hardy 8577 Steelhead Avenue KB 96143

Bernard Ash

Robert Gardiner 8748 N. Lake Blvd. KB 96143

9827 Pier Ave KB 96143

Richard E. Quachos 8875 Brook Ave KB 96143

Robert L. Roman 343 SNOWFLAKE TV 96148

Cheryl Allen 343 Snowflake TV 96148

Act #4

Act #4

Act #4



page 3

We Support Alternative 224 notAlternative 3

<u>NAME</u>	<u>Address</u>
Roni Bata	8473 Steelhead st. Kings Beach
Tommy Groh	8689 Rainbow Ave. Kings Beach
Wade Groh	8689 Rainbow Ave Kings Beach
Wyatt Olay	8613 BROOK AVE. KINGS BEACH
Joe Buckner	212 Chapman Kings Beach
John Mc Dermott	8637 Brook Ave, Kings Beach, Ca.
Heaven Brown	8550 Trout Ave, Kings Beach CA
Wanda McDermott	8637 Brook Avenue, Kings Beach
Molly McDermott	8637 Brook Ave Kings Beach, Ca
CHRIS NOLDER	8489 TROUT AVE KINGS BEACH, CA
Jan Smith	8342 SPECKLED AVE KINGS BEACH CA
Penny Smith	8342 Speckled Ave. Kings Beach, Ca
Christy Smith	8723 NORTH LAKE BLVD, KINGS BEACH CA
Don Garg	8796 " " " " " "



---

**From:** LindaB4RE@aol.com [mailto:LindaB4RE@aol.com]  
**Sent:** Mon 6/18/2007 10:23 PM  
**To:** Jon-Paul Harries  
**Cc:** boba@rlasolutions.com; kendegney@assis2sell.com; bbartolomei@assist2sell.com; john@sweetbriar.com; DGans@dhs.ca.gov; LindaB4RE@aol.com  
**Subject:** Kings Beach Commercial Core Improvement Project

Linda Bennett  
28 Mazuela Ct.  
Sacramento, CA 95833  
(916) 419-3838

TO: Whom It May Concern  
[%Jharries@trpa.org](mailto:%Jharries@trpa.org)

RE: Kings Beach Commercial Core Improvement Project

After reviewing the draft environmental study of this project I would like to commend those involved for providing useful and comprehensive information.

What I would like to contribute to public comment regards "ROUND-ABOUTS." While "round-about" may facilitate flow of traffic, they are an impediment to pedestrians. They are particularly dangerous for the sight-impaired. I live in the Natomas area of Sacramento, where several round-about have been installed. Here, what strikes me as especially ugly and unexpected are the many additional "arrow" and "caution" signs, like so many lollipops, installed to direct drivers over and through. As many as eighteen signs were installed at one round-about in Natomas. I've seen children stand like deer in the headlights waiting for an endless flow of cars to end, not knowing whether the cars will slow down, turn off in front of them, or continue "around". And, I've seen drivers NOT SEE the children BECAUSE OF THE SIGNS (or landscaping)!!!

IT57-1

For these reasons, I strongly urge the selection of an alternative that does not use round-about. We need drivers to STOP at intersections where there is a confluence of pedestrian traffic. I personally favor "ALTERNATIVE 3."

IT57-2

Respectfully submitted,

Linda Bennett  
Owner-Sweetbriar Garden Unit  
Kings Beach, CA

---

See what's free at [AOL.com](http://AOL.com).



# Why Create a Traffic Problem?

**You should be concerned** if you commute along the North Shore's highway 28; or if you care about pedestrian safety; or if you are fed up with callous developments who pay no mind to our community values; or if you have ever walked in Kings Beach. After reviewing this, please understand the importance educating the public to detrimental developments and share this info with other 'locals'.

I encourage my fellow citizens on the North Shore to embrace smart growth policies and help to create a better Kings Beach.

**In the following report I have made the extra effort to stick to the facts from verifiable sources. I have written this to oppose an attempt by roundabout promoters who attempt to steer away from the facts mentioned in the Environment Impact Report (see below). Instead, promoters stick to spreading rhetoric theory, inapplicable to my town, Kings Beach.**

Jerry Dinzes  
 JerryDinzes@yahoo.com  
 Kings Beach, CA - Contact me for petition information

Here are just a couple bullet points on the affects of roundabout in Kings Beach:

- In twenty years Kings Beach will be buried in traffic congestion
- By 2010, traffic lines will extend over 2000 ft., from Bear St. past 267, and from Coon St. past Beaver St.
- Smart Growth organizations are waging a war on traffic congestion
- Engineers have not been able to come up with a plan to cure the cut-through traffic
- Cut-through traffic endangers residents and harms pedestrian mobility
- Traffic congestion harms the economy
- The Kings Beach Commercial Core has underestimated the effects of roundabouts
- The Sierra Business Council meetings are bias and not promoting the truth

IT58-1

**Please read the report for the real scoop, a twisted tale of roundabouts.**



## **Section 1 - Smart Growth - Creating a New Type of Community**

1.1 - Creating a Livable Community is Hindered by Traffic Congestion

1.2 - Smart Growth is Preparing for the Future - Not Just Tomorrow

## **Section 2 - Roundabouts Will Cause Traffic Congestion, but the Signalized Alternative Will Effectively Deal With Rising Traffic Levels**

2.1 - Roundabouts Will Decrease the Level of Service at All Kings Beach Intersections

2.2 - Roundabout Caused Traffic Congestion is Excessive

2.3 - Roundabouts are Not Beneficial in the Long Run

## **Section 3 - Roundabouts Will Hinder Pedestrian Mobility in the Kings Beach Community**

3.1 - Commercial Core Traffic Jams Will Be Unpleasant for Pedestrians

3.2 - The Residential Impact of the Roundabouts is Detrimental

3.3 - It Will Not Be Possible to Control the Residential Cut-Through Problem in a Way Which is Feasible and/or Adheres to the TRPA's Planning Process.

## **Section 4 - Bicycle Mobility is Problematic in the Roundabout Alternatives**

4.1 Merging with Cars in Roundabouts With Poor Traffic Conditions Hinders Bicycle Mobility

4.2 Roundabouts Show Mixed results with Bicyclist Safety

## **Section 5 - Traffic is Bad for Aesthetics**

## **Section 6 - Though the Purpose of Build is Not Noted as Economical, Roundabouts Will Hit Local Business Hard**

## **Section 7 - Traffic Predictions Will Be Higher Than Predicted**

7.1 - The Crystal Bay Traffic Flow Rates Will Increase More Than Predicted

7.2 - The North Kings Beach Industrial Area Traffic Predictions is Incorrect

7.3 - The Sub-development in North East Kings Beach May Not Have Been Fully Calculated For

## **Section 8 - Is There Really a Community Consensus Towards Roundabouts?**

8.1 - The Community Consensus Was Made Without the Community

8.2 - The 'Consensus' Does Not Represent the Views of the Community at Large or that of the Communities Larger Demographics

8.3 - 'Workshops' Were Not Made Appealing to the North Shore at Large

## **Section 9 - A Cautious Warning When the SBC is Involved**

9.1 SBC Has Suffered Recent Failures and Consequently Lost Potency and Increased Dependency on Placer County

9.2 - SBC Has Failed to Fully Include Social Equity

9.3 - SBC Cleaning Up Behind Doolittle

## **Section 10 - Progress in the Face of Callous Development**

## **Glossary and Acronyms**

**Environmental Impact Report (EIR)** - The keystone of any large building project in the Tahoe Basin, this report is costly and engineered to show the social, economic, and environmental impacts of the development.

**Average Daily Traffic (ADT)** - In this report this average is usually a peak season average.

**Level of Service (LOS)** - The level of service are roadway standards supported by the TRPA.

**Level of Service Average Control Delay (seconds/vehicle)**

A equal to or is less than 10.0 sec

B is between 10.1-20.0 sec

C is between 20.1-35.0 sec

D is between 35.1-55.0 sec

E is between 55.1-80.0 sec

F is equal to or greater than 80.0 sec

## **Section 1 - Smart Growth - Creating a New Type of Community**



***"Smart growth creates communities that provide environmental, economic, social and health benefits for all." (1)***

### **1.1 - Creating a Livable Community is Hindered by Traffic Congestion**

According to the Smart Growth organization, consisting of members and townships across the USA, "[p]roviding people with more choices in housing, shopping, communities; and transportation is a key aim of smart growth. Communities are increasingly seeking these choices -- particularly a wider range of transportation options -- in an effort to improve beleaguered transportation systems. Traffic congestion is worsening across the country. Where in 1982 65 percent of travel occurred in uncongested conditions, by 1997 only 36 percent of peak travel occurred did so." (1a)

IT58-2

As population increases and the appeal of Lake Tahoe continues to grow on an international scale, traffic levels will only continue to increase. The North Shore communities should make decisions which are most conducive to all methods of travel (walking, biking, driving)

### **1.2 - Smart Growth is Preparing for the Future - Not Just Tomorrow**

A research leader and professor of the University of Tennessee, Mary R English's 'current research interests include land use and growth management planning at the local and state levels, [and] political and economic conditions for sustainable consumption.' (2a) She explains smart growth planning, "[a] community's approach to planning will differ radically according to its needs... A visioning and planning process, by definition, should not focus solely on immediate concerns. Rather, it should consider the long-range goal of where the community wants to be headed, as well as the short-to-medium range actions to be taken to get there." (2b)

IT58-3

## **Section 2 - Roundabouts Will Cause Traffic Congestion, but the Signalized Alternative Will Effectively Deal With Rising Traffic Levels**

*"Even for 2008 conditions, providing adequate capacity of a three-lane roadway would require elimination of virtually all driveway access, pedestrian/bicycle at-grade crossing, and bicycle travel along SR 28. As these restrictions are not consistent with the purpose and need of the proposed project as well as the function of the highway in providing property access, this potential mitigation is considered to be infeasible." (EIR, 5)*

### **2.1 - Roundabouts Will Decrease the Level of Service at All Kings Beach Intersections**

IT58-4

One of the theoretical benefits of a roundabout is that they increase the capacity of a roadway and cure stop and go traffic. In Kings Beach this is not an applicable point. Roundabouts will make it harder for vehicles and bicyclists to use intersections.

On the roundabout alternatives it has been determined that "the proposed single-lane configurations would provide unacceptable (Level Of Service) LOS F conditions on the worst (SR 28) approaches at Bear Street in 2008." (5, pg 67)

This hardly can compete with the benefits seen in a peak hours analysis of Alternative 3 "The signals at the Bear Street and Coon Street intersections will provide LOS A and LOS B conditions in 2008, respectively." The report goes on to mention future vehicle rates, "At the Bear Street and Coon Street intersections, the signals will provide LOS B conditions in 2028." (5, pg 68)

### **2.2 - Roundabout Caused Traffic Congestion is Excessive**

Roundabouts will cause long and strenuous traffic jams. With this there will be noise pollution and the road rage that typically does not enhance bicycle and pedestrian mobility

IT58-5



Though traffic levels in 2028 will be completely unacceptable, in 2008 they would already be unacceptable. The travel time through Kings Beach will be sub-par in the peak season. *"For a seasonal daily standard, the 10th-highest day [of traffic] is assumed to be applicable for purposes of this study. Based upon this, LOS impacts in 2008 in the eastbound direction are considered to be significant [the token word for 'bad']*.

The Traffic Report goes on to talk about length of traffic lines, *"The key eastbound 'choke point' is expected to be the block between Secline Street and Deer Street. Eastbound traffic queues can be expected to form starting in this block, with the 'tail' of the queue forming back to the west, through the SR 28/267 intersection in both the eastbound and southbound directions."*

And in regards to the west bound traffic, *"in particularly high volume traffic periods and when a high proportion of drivers are unaware of local street route options, the westbound travel queue can be expected to form back east of Beaver Street. When this occurs, Beaver Street will provide the first opportunity to leave the queue, and will be particularly attractive for those drivers familiar with the local roadway network that are heading to SR 267 to the north."*

### **2.3 - Roundabouts are Not Beneficial in the Long Run**

Taking a look at the twenty year plan for Kings Beach, the Traffic Report reports, *"[a]t both the Bear Street and Coon Street roundabouts, a single-lane roundabout of the size indicated in the alternative plans would provide worst-approach and total intersection LOS F conditions in 2028. The 95th-percentile queue lengths would be very long (calculated to exceed one mile)." These conditions would exist during 650 - 775 summer time hours, depending on the direction of travel.*

Note that above it states Alternative 3 will provide LOS B conditions at the signalized intersections in 2028, which leaves plenty of room for higher traffic conditions in upcoming years.

## **Section 3 - Roundabouts Will Hinder Pedestrian Mobility in the Kings Beach Community**

### **3.1 - Commercial Core Traffic Jams Will Be Unpleasant for Pedestrians**

Though the two intersections with roundabouts will lower the speed of vehicles and reduce the severity of accidents, *"traffic may be moving (albeit at a slow speed), thus making it more challenging to judge gaps."* This is an especially challenging factor for the elderly and children (6).

On heavy traffic days, cars stuck in roundabout traffic queues will be hesitant to stop for a pedestrian because they will have to give up the right of way that they have anxiously waited for. When cars in the roundabout do stop for pedestrians, the roundabout movement will freeze traffic movement in all directions, increasing traffic lines up SR 28 and into residential neighborhoods.

In comparison, a signalized light coordinates road flow with pedestrian crossing, eliminating traffic jams and much road rage, and providing an easy to understand set of rules for all traffic, both motorized and non-motorized.

Also, the roundabouts are being placed at the intersections which already have the lowest accident rates between 267 and Chipmunk. (5) This is due to marked crosswalks and a signalized intersection. The roundabouts fail to make commercial Kings Beach more pedestrian mobile than the signalized Alternative 3.

### **3.2 - The Residential Impact of the Roundabouts is Detrimental**

The EIR refers to the reason roundabouts demean pedestrian activity. *"Diverted traffic on local streets would degrade safety."* (7) *"When traffic volumes exceed roadway capacity, drivers faced by resulting delays can be expected to divert off of the state highway system onto local streets."* (5)

The average daily traffic (ADT) levels in residential Kings Beach will become acceptable in the foreseeable future. By 2028, roundabouts will cause a 3000 vehicle a day increase over Alternative 3 on certain residential streets. Streets with less vehicles will see as much as a 400% increase in their daily

IT58-5  
cont.

IT58-6

IT58-7

IT58-8



traffic levels over Alternative 3.

One block away from the school, a 1000 vehicle a day increase will happen over the 600 vehicles a day that the roadway would see if Alternative 3 was selected. This is not productive to pedestrians traveling to school, to shop, to worship, or to do whatever else it is they choose to do.

The roads in Kings Beach are narrow and provide no pedestrian walkways, nothing should be done that would compound what residents feel is already a traffic problem.

IT58-8  
cont.

### **3.3 - It Will Not Be Possible to Control the Residential Cut-Through Problem in a Way Which is Feasible and/or Adheres to the TRPA's Planning Process.**

Roundabout promoters (SBC and the Placer County Department of Public Works) have suggested traffic calming methods to reduce the harmful residential byproduct caused by roundabouts. The plan is called the Neighborhood Traffic Management Plan and is insufficient to deal with residential traffic problems. All potential means 'that could address the impact on residential streets' have been found not to be feasible and/or effective.

The EIR explores options to cure residential traffic issues, "Another potential measure that could address the impact on residential streets would be to modify the residential street network to discourage or eliminate through traffic. Several potential options were evaluated." (5) These options are listed below.

**Selective street closures and diversions would not be feasible**, according to the EIR, "Another approach would be to break up the through travel routes by selective street closings, or by changing streets into one-way segments, with the direction of travel alternating every two blocks. This could substantially lengthen the travel distance through the residential grid. At a 20 mph average travel speed, however, travel distance would need to be increased by 3.3 miles in order to eliminate through traffic. This would be roughly equivalent to forcing drivers to "double back" between SR 28 and Speckled Avenue three times. Even if successful in eliminating through traffic, this strategy would increase the traffic levels generated by local traffic (as each local trip would be substantially lengthened) and would probably result in traffic volumes on residential streets that exceed the standard. This approach is therefore also not feasible."

IT58-9

**Typical traffic calming implements would not be feasible** according to the EIR, "One option would be to add Stop signs, speed humps, small traffic circles or other "traffic calming" devices to increase travel time through the residential streets so that no time benefit is provided over remaining on the state highways. A traffic calming plan would need to add 9 minutes of delay to the residential street route in order to eliminate through traffic in both directions. If it is assumed that a typical traffic calming device (such as a speed hump, traffic circle, or choker) adds 10 seconds of delay, each potential travel route through the street grid would need to face a driver with roughly 54 traffic calming devices (or roughly 4 per block). To address all of the potential cut-through routes, a total of roughly 250 such traffic calming devices would be required to cover the entire street grid. This strategy is therefore not feasible."

**Blocking the roadways of from cut-through traffic is not feasible** according to the EIR, "[E]liminating the ability of neighborhood streets to relieve traffic queues on SR 28, traffic queues and delays on the state highways would increase dramatically, as all drivers would then be forced to remain in the queues. These queues would accumulate over the entire period in which traffic volumes exceed roadway capacity... [In 2008] On the peak summer day, queues of roughly 5 miles would form... By 2028, queue lengths would be on the order of 13 miles in both directions on the average August Saturday, and roughly 16 miles on the peak summer day, resulting in delays exceeding two hours. In reality, of course, many drivers faced with this level of delay would abort their trip, "

**Roundabouts Need to Divert Cars Through the Residential Kings Beach if they are Even Going To Remotely Work**



## Section 4 - Bicycle Mobility is Problematic in the Roundabout Alternatives

*"Unbelievably, state transport departments are still actually making road conditions worse for cyclists through increased speed limits on urban roads, narrowing of curbside lanes, replacing signalized intersections with roundabouts, etc."* President of the Bicycling Federation of America, 1997

### 4.1 Merging with Cars in Roundabouts With Poor Traffic Conditions Hinders Bicycle Mobility

Though I ran short on time and am not able to provide concrete data on Traffic Jams and their effect on bicyclists, it is assumed that, because the roundabout alternatives merge the bike lane and the vehicle lane at the intersection, if there is a traffic problem within the roundabout it will be felt by both parties.

Therefore, since the EIR tells us there will be major traffic congestion with the roundabout alternatives, bicycle mobility will be decreased. In addition there are several safety issues.

### 4.2 Roundabouts Show Mixed results with Bicyclist Safety:

With the support of the Australian government, who is known for their abundance of roundabouts, an Australian informational guide was published with regards to the safety of bicyclists within roundabouts:

*"A recent study of cyclist crashes at roundabouts in Victoria showed that there were a total of 391 reported crashes involving cyclists between 1 January 1999 and 31 December 2003. Of these, 236 (60%) occurred when a driver entering the roundabout failed to give way to a cyclist who was traveling within the roundabout. This result is repeated in studies undertaken in New South Wales (70%, Robinson, 1998) and the United Kingdom (50%, Layfield and Maycock, 1986).*

*Similar Studies have shown that:*

- (a) 18% of crashes at roundabouts and 6% of crashes at signalized intersections in New South Wales involved a cyclist*
- (b) 7.3% of crashes at roundabouts in France involved a bicycle compared to 3.7% at all other cross roads.*
- (c) 17% of bicycle crashes at roundabouts occurred when cyclists were struck by a motor vehicle exiting the roundabout.*

*These studies confirm that drivers do not see, are not conscious of, or misjudge the speed that cyclists are traveling around the roundabout" (8)*

In addition to the mentioned findings, the Federal Highway Administration's informational guide, which all roundabouts on California State highways must be installed in accordance with, states:

*"Roundabouts may not provide safety benefits to bicyclists....The complexity of vehicle interactions within a roundabout leaves a cyclist vulnerable," and then goes on to confirm the prior stats, "bicyclists and pedestrians are involved in a relatively higher proportion of injury accidents than they are at other intersections."*

**To add to the danger of the 'complexity of vehicle interaction' at roundabouts, the EIR recognizes that Lake Tahoe roadways will present a unique danger. "Recreational drivers tend to drive more erratically than commuters (for instance) and are more distracted by sights along the way." (5, pg 50)** This further decreases bicyclist mobility.

IT58-10

IT58-11



## **Section 5 - Traffic is Bad for Aesthetics**

### **5.1 - Aesthetic pleasure of Alternative 2 and 4 is Overstated**

SBC did not capture the true aesthetic scenario of Alternative 4 during a walking demonstration to show workshop attendees a visual of the different Alternatives. In the area that was sectioned off with colored tape to show the size of the sidewalk, bike path, and roadway, SBC had a demonstration of how a sidewalk café and a street performer (violinist) could make Kings Beach nicer.

There are two very important points they failed to mention. First, in the summer there will be a traffic jam running right by the sidewalk café. Coincidentally the summer is the best time to enjoy something like this.

Second, the SBC failed to point out to the group at large that the sidewalks in Alternative 3 will be larger than 5.5 feet in many (if not most) spots. The shops are also built back off the road, and even with Alternative 3 can have a sidewalk café if they so choose.

They didn't need to tape off a sidewalk to represent a 5.5 feet sidewalk because one already existed. To further show their bias against Alternative 3 they took a nice sidewalk with trees around it, one which pedestrian use frequently, and put a bench in the middle of it, as well as a couple of planters. This was a blatant attempt to skew the facts.

In Tahoe City park benches are not placed in the middle of the walkway, but behind it as not to prohibit walkability. Though the county/state owned walkway in Tahoe City is not very large, the business owners have widened it at parts and created courtyard areas for pedestrian enjoyment.

Alternative 3 provides more aesthetic pleasure than is being let on.

IT58-12

## **Section 6 - Though the Purpose of Build is Not Noted as Economical, Roundabouts Will Hit Local Business Hard**

Long queues of traffic divert vehicles from mainstreet and discourage people from wanting to visit Kings Beach. On the other side, the ample roadside parking which may now be provided by Alternative 3 will encourage 'stop and shop', whereas no parking would greatly hinder our local business owners, and probably drive some long time shop owners out of business.

Over 45 prominent North Shore business owners, by 5/28, have signed a petition to support Alternative 3. This roadway will make Kings Beach more appealing to visitors.

IT58-13

## **Section 7 - Traffic Predictions Will Be Higher Than Predicted**

### **7.1 - The Crystal Bay Traffic Flow Rates Will Increase More Than Predicted**

The projected number of vehicles in Kings Beach was restrained by the capacity of the signal in Crystal Bay to 1380 vehicles per hour (5). However this is a location where a roundabout would increase the roadway capacity greatly. Due to future projections that show this signal will create a line of traffic that will reach into and all the way through Kings Beach by 2028, it can be assumed that mitigation would take place. A pedestrian bridge linking the casinos is highly conceivable, especially with talk of commercial consolidation in Crystal Bay. A roundabout could be added to the road just at stateline and allow for much higher volumes of traffic to enter into Kings Beach. This would render the predicted LOS and ADT levels unacceptable well before the predictions (if the roundabouts are approved).

IT58-14

### **7.2 - The North Kings Beach Industrial Area Traffic Predictions is Incorrect**

The Traffic Report's future projections for Kings Beach residential cut-through assume that any traffic created by the Kings Beach Industrial Community Plan, scheduled for more commercial development,

IT58-15



will enter and exit the area via Speckled Ave. @ Highway 267. It is highly unlikely the any eastbound traffic exiting from the area encompassed by this 'industrial' area will want to exit on the west side of town and then travel through Kings Beach's congested main street to get to their destination.

Over the next 20 years, it is likely that the Kings Beach Industrial zone will be retrofit with an assortment of appealing shops from restaurants to a health food store to a lumber company. This area may provide higher occupancy services that are not as allowed on mainstreet.

This coupled with excessive roundabout traffic threatens to rise residential cut-through to unacceptable standards way ahead of schedule.

IT58-15  
cont.

### **7.3 - The Sub-development in North East Kings Beach May Not Have Been Fully Calculated For**

The future traffic projections for Kings Beach seemingly don't include build out for the large sub-development on the Eastern side of Kings Beach. And if the build out was noted in the math, it seems that the access to their homes through Park Ave. was not fully calculated for. If these calculations were not accurately included for this large sub-development, then the amount of Kings Beach Traffic would stretch further past Beaver St. than is noted and reach Crystal Bay ahead of the predictions.

IT58-16

## **Section 8 - Is There Really a Community Consensus Towards Roundabouts?**

### **8.1 - The Community Consensus Was Made Without the Community**

An article of the Placer County web site bragged, "At a Kings Beach public meeting on Tuesday, May 15, 2007, the local community narrowed their choice of alternatives for the Kings Beach Commercial Core Improvement Project from four to two." (3) The two mentioned alternatives are the roundabout alternatives, 1 and 2, which were being heavily promoted by the Sierra Business Council at their workshops which are sponsored by Placer County and the North Lake Tahoe Resort Association. This promotion of roundabouts is proven because all the literature distributed is pro-roundabout, though the EIR has more negative comments about roundabouts than the signal.

This consensus was achieved without a hand count, but by a game-like event that used a sort of 'Monopoly Money'. At the end of the meeting, supporters of Alternative 3 were dissuaded from coming to the final Sierra Business Council workshop when they were told the next meeting would be focused on honing down between the two roundabout alternatives.

Through theoretical roundabout lectures and an established network on the North Shore, SBC was able to round up a large enough amount of associates and supporters (many who have not been exposed to any EIR facts) to bolster what they call a consensus. This consensus towards roundabouts was decided with the support of no more than 148 people, several of whom were under 10 years old. Not only was the initial consensus process less than acceptable, but the numbers are hardly representative of the community.

IT58-17

### **8.2 - The 'Consensus' Does Not Represent the Views of the Community at Large or that of the Communities Larger Demographics**

At the time of the 2000 consensus, there were 5,705 people and 1190 families (in the Tahoe Vista and Kings Beach town limits). (4) With community support of no more than 148 people (at the workshop), it can hardly be called a 'community consensus'. Only a workshop consensus was achieved.

In California the percentage of young citizens is higher than the US average, and in Kings Beach the 38% of citizens between the ages of 25 and 44 is higher than the California average (29% Placer County). (4) Though a poll was not taken of the attendees at the workshop, there was an obvious leaning towards an older crowd. Perhaps the Sierra Business Council appealed to the smaller demographic in their advertising the workshop.

Tahoe attracts a recreational sort of resident, and though the demographic in the respect is a younger one, by no means should this demographic be threatened by callous development any more than other age groups.



### 8.3 - 'Workshops' Were Not Made Appealing to the North Shore at Large

What does the average citizen (bearing in mind Kings Beach's demographics) think when they get a mailing from the 'Sierra Business Council'. Though the advertisement made reference to the fact that the workshop was sponsored by The North Lake Tahoe Resort Association and the Placer County Department of Public Works, the workshop appeared to be the promotion of a business association.

The postcard did not mention anything about a community consensus, or more people might have come and sat through SBC's rhetoric. In fact, it seemed as if there was extra care taken to dance around the word 'roundabout', and not only in the SBC workshop's advertisement, but in the County's mailer for an April 25<sup>th</sup> open house they held with governing agencies present.

IT58-18

## Section 9 - A Cautious Warning When the SBC is Involved

### 9.1 SBC Has Suffered Recent Failures and Consequently Lost Potency and Increased Dependency on Placer County

The James Irving Foundation is a financial supporter of the SBC. The foundation also provides research grants. One such grant supports a 'Working Paper' from the Institute of Urban and Regional Development. Though the paper draws many positive conclusions about SBC, it points out the short comings as well.

The first thing to mention is the organization's growing dependency on Placer County. Though the paper does not state as much, some large failures in the past few years have lessened the faith developers and County programs have in SBC. The notable failures are the "Natural Heritage 2020 in Nevada County, designed to copy Placer Legacy. [And an] effort to mediate a major development dispute in Martis Valley." (9)

The research doesn't mention any recently large success, only recent failures. These must cost them leverage and put them in a situation where they are less likely to make demands.

"A Placer County planner acknowledged the importance of working with a nongovernmental partner like SBC:

*"The ability to take advantage of SBC's flexibility was really important. If we had to do something it would take us months to do, and they could do it in 48 hours. Yet they need us because they could not implement this program by themselves."* (9)

IT58-19

### 9.2 - SBC Has Failed to Fully Include Social Equity

The report says there is a "relative lack of focus on the equity dimension of sustainability... there are many people SBC has not reached. With so much money at stake in development proposals changing the larger culture is a goal that will take much longer to achieve. One notable case in point is a proposal for 6,000 units of housing only a short distance from SBC's offices in the Martis Valley. While we are not in a position to assess the merits of the case, the developer's proposal has become a lightning rod for passionate opposition by environmental groups and some residents who claim it will create massive traffic and air quality problems... If principles of sustainable development have been applied in Martis Valley it is not evident. Since Placer Legacy was enacted new supervisors have been elected so it remains to be seen whether the ideals and practices developed by the earlier supervisors will be institutionalized enough to survive a new board." (9)

This seems very relevant when we look at the Homewood Project that SBC seems to have picked up.



### 9.3 - SBC Cleaning Up Behind Doolittle

*"Owner Jeff Yurosek had hoped to sell the 1,086 acres [the area which houses Homewood Mt. Resort] to the U.S. Forest Service in a deal that would have kept the ski area open, the land protected, and put enough money in his hand to build a commercial center along Highway 89 that would remain privately held. The deal, had it gone through, was estimated to realize more than \$60 million - testament to the area's scenic beauty" (10) But Doolittle intervened in the name of development and tack a line onto a congressional spending bill that would prohibit this sale.*

Within a suspiciously short time of this Doolittle intervention, a JMA ventures was ready to make a purchase.

Now, in an attempt to smooth over public relations, the new Homewood owners have hired SBC to promote a 'Green' resort development.

Many developers have historically tried to exploit communities and gain the highest possible yield by cutting corners. Tahoe residents have an unprecedented respect for nature(at large) and will put up a fight when the city slickers come and try to exploit us.

So developers are taking a new strategy. They have taken a slight hit (often very minute) to develop properties with a Green label. But 'Green' building has an allure that can win over public support and allow developers to roll out hidden agendas.

It is yet to be seen what JMA will offer, so no final verdict can be cast on SBC and their role in this project, but there are worries of increased congestion in an area that is already at max capacity.

IT58-20

### Section 10 - Progress in the Face of Callous Development

One of the beneficial things coming out of this is the uniting of citizens. One group has already formed under the title "North Tahoe Citizen Action Alliance."

One of several mentioned goals for the group is, *"Empower North Tahoe citizens with knowledge; clarify concerns; share and verify information; expand the understanding of environmental and infrastructure impact; acknowledge and integrate different viewpoints to embrace a shared vision."*

For more information check the developing nonprofit out at [ntcaa.org](http://ntcaa.org).

IT58-21



## References

- 1) Smart Growth Online; Access this information at [www.smartgrowth.org](http://www.smartgrowth.org).
- 2a) Mary R. English; her bio is at <http://eerc.ra.utk.edu/staff/maryeper.htm>.
- 2b) A Guide for Smart Growth by Mary R. English; <http://forum.ra.utk.edu/1999fall/smart-growth.htm>.
- 3) From the Placer County web site, <http://www.placer.ca.gov/News/2007/April/KingsBeach.aspx>.
- 4) Though there are many avenues to find out consensus information, I find wikipedia is the easiest access point. Go to [wikipedia.org](http://wikipedia.org) and type in the town or county you want information on.
- 5) The Kings Beach Urban Improvement Traffic Report is an important part of the EIR and can found at this access point - <http://www.trpa.org/default.aspx?tabindex=2&tabid=316>
- 6) Roundabouts: An Informational Guide is the procedural guide California uses when installing roundabouts in state highways. The guide is a publication of the Federal Highway Association. Though I have the PDF on my computer, I am having troubles accessing it online and cannot give you an access point. Typically a search could easily get this guide for free on the net as it is the procedural guide for most of the US.
- 7) Chapter 3 of the EIR can be found at the access point mention in reference (5).
- 8) Vic Roads is an Australian publication aimed at increasing bicyclist and pedestrian mobility. This is the 15<sup>th</sup> publication in the series and is found at <http://www.vicroads.vic.gov.au/NR/rdonlyres/0058B74B-AEA5-42BC-80DE-1FAC294FD371/0/TR2005253v2.pdf>.
- 9) Working Paper 2004 - 2006, Turning Business People Into Environmentalists: The Sierra Business Council, written by Judith Innes and Gerardo Sandoval
- 10) The Mountain News; May 30, 2006  
[http://industryreport.mountainnews.com/2006/05/what\\_will\\_happen\\_to\\_homewood\\_t.shtml](http://industryreport.mountainnews.com/2006/05/what_will_happen_to_homewood_t.shtml)



Jon Paul Harries  
 Tahoe Regional Planning Agency  
 128 Market Street  
 Stateline, Nevada

Subject: Comments on KBCCIP EIR.

I am the owner of a family run Lake-side Resort in Tahoe Vista, California, which we have owned for 30 years. Our business was voted Hospitality of the Year award in 2006 by the membership of the North Lake Tahoe Resort Association. Many of our return guests regularly comment on their memories of Kings Beach's past and express a strong desire for a better visitor experience within the commercial core.

I am a resident of Incline Village and as such commute through Kings Beach every day. I have witnessed countless examples of excess speeding through the commercial core of Kings Beach and multiple near misses with pedestrians. The excessive speeds mean drivers and passengers have little time to take in the surround beach and commercial area. With such high rates of speed, there is little opportunity for "curb appeal" that is typically associated with commercial core revitalization.

IT59-1

I donate my time as a board member of the North Lake Tahoe Resort Association and hold the Small Lodging seat on that board. Many of the small lodges in the Kings Beach and Tahoe Vista area have closed or suffer very low occupancy due to the lack of a year-round economy that an improved destination experience would generate. The NLTRA Marketing Campaign AND the structure of our destination web site, [www.gotahoenorth.com](http://www.gotahoenorth.com) embrace and celebrate the diversity of eleven "neighborhoods" of North Lake Tahoe including Kings Beach (named after Joe King who won it in a poker game from George Whittell over a century ago). It is the "Mellow kick back" stretch of the North Shore with the Funky Beachtown atmosphere and a culturally diverse heritage. No one I have spoken to wants to lose that atmosphere.

IT59-2

I have served on the board of the Workforce Housing Association of Truckee Tahoe. The need to provide qualified workers high quality, affordable units that are close to the places they work is critical to the economic revitalization and sustainability of our local economy. Although not addressed by the EIR, this element has consistently come up during community discussion.

IT59-3

I have donated hundreds of hours to the NTBA Mainstreet Program and the Kings Beach Core Improvement Planning Process. This year I was awarded the Community Leadership award by the NTBA. I served as co-chair to the Mainstreet Economic Restructuring Committee that assesses the economic potential of a revitalized commercial core. Between 2004 and January, 2006 the committee conducted a Bay-to-Bay Business Survey and numerous intercept survey's of guest and local residents to provide input into a desired commercial mix and development priorities. Over ½ of Kings Beach

IT59-4



businesses rated recreational opportunities “Excellent” but as many rated nightlife, availability of trash cans/recycle bins, pedestrian friendliness, parking and bicycle friendliness as “Poor”.

IT59-4  
cont.

I attended numerous public meetings that have provided community input that affects the KBCCIP including the “Livable, Walkable Community” work shops, the Place Based Planning workshops associated with Pathways 2007 and the recent SBC Facilitated workshop on the various EIR alternatives. Throughout that experience, the North Shore and Kings Beach communities have communicated overwhelming support of specific improvements to Kings Beach:

1. Improved storm water management and impact on lake clarity
2. A desire for pedestrian and bicycle safety
3. A desire for slower traffic speeds
4. A desire to see adequate parking for businesses
5. A desire for affordable housing and the elimination of blight
6. A desire for a revitalized, year-round commercial core
7. An almost unanimous desire to see KBCIP approved and moving forward.

IT59-5

There are many who share the vision of a safe, pedestrian friendly experience. We are in favor of physical barriers that reduce speeds consistently without a heavy dependency on law enforcement and lighted intersections. Many of the volunteers who have come forward have done so wanting to see a solution that slows people down and allows them to better experience the town. We believe that the benefits of an improved destination experience far out weigh the risk of higher traffic during peak demand. We believe this will be an effective deterrent to continued growth and associated environmental impacts. We believe that this infrastructure improvement will provide incentives for existing business owners to invest in their businesses as the town becomes more pedestrian friendly and tourist and locals shop locally, safely.

I am in favor of a three lane alternative that addresses specific issues that have arisen during the public review of the EIR. These are:

1. Completion of a back street traffic mitigation plan before design is approved of any alternative
2. Completion of committed parking lots in parallel with the core improvement work.
3. The addition of business specific parking during the project design phase to ensure impact on existing business is minimized and planned for.
4. Inclusion of pervious side walks and other “green” design elements that will show case the town as an environmentally friendly commercial environment.

IT59-6

There is a continued, ongoing need for outreach to the business and residential community. The planning process has succeeded in getting more business owners and residents to voice their concerns and get involved. The NTBA and many Placer County agencies and numerous volunteers will continue to be involved through the project development phases and afterward to work with existing business owners and residents to achieve the economic revitalization this project will provide the infrastructure for.

IT59-7



I respectfully request the TRPA Advisory Planning Commission and Governing Board support the recommendation of community workshops and certify a three lane alternative.

IT59-7  
cont.

Sincerely,

Alex Mourelatos  
General Manager  
Mourelatos Lakeshore Resort  
P.O. Box 77  
Tahoe Vista, CA 96148

cc:

Bruce Kranz, Placer County Supervisor Eastern Placer County  
Rich Cowell, Deputy Chief Executive Officer  
Collier Cook, Liason, Bruce Kranz, Placer County Supervisor Eastern Placer County  
Jennifer Merchant, Tahoe Manager, Placer County CEO's Office  
Kurt Wagner, President, NTBA  
Cheri Sprenger, Executive Director, NTBA  
Steve Teshera, Executive Director, NLTRA



Jon-Paul Harries  
Tahoe Regional Planning Agency  
P.O. Box 5310  
Stateline, NV 89449-5310

Re: Comment on Kings Beach Core Improvement Project Draft EIR/EIS

Dear Mr. Harries:

On Saturday, June 2nd, as a part of Kings Beach Clean-Up Day, a group of volunteers and "unpaid County workers" spent from 7:45 in the morning until after 5:00 that afternoon cleaning up the shoulder of the Highway 28 right-of-way in front of the Kings Beach State Recreational Area. We removed approximately 6 medium-sized truck loads of accumulated road dirt (uncovering a forgotten storm drain and an irrigation system valve box in the process) and then power washed the bike lane and shoulder. The appearance of that small slice of the scenic corridor was much improved as a result.

However, it is not my purpose here to comment on maintenance of Highway 28. Instead, it is to relate that during the period we were out there, the traffic frequently zoomed by at speeds I would estimate at 50 mph or higher, and this despite the fact that there were orange cones along the southern edge of the right-of-way. Similarly, at about 1:15 pm, when I was returning to the south side of the highway from across the street carrying a tray of drinks and sandwiches, four westbound cars flying by at similar speeds (two Nevada, two California) refused to yield to me in the crosswalk at Bear Street even though "eye contact" was made with more than one of those drivers.

One need only refer to this example and the past consequences of excessive speeds and unreliable crosswalks (see, "Pedestrian Peril," *Sierra Sun*, September 19, 2006) to recognize that we must seize the opportunity to reduce these hazards as part of the process of addressing bicycle and pedestrian circulation, parking needs, long-term traffic flow, preservation of scenery, and necessary water quality safeguards.

Likewise, one need only refer to published documents of the Federal Highway Administration (see, <http://www.fhrc.gov/safety/00-0675.pdf>) to confirm that an indisputable way to reduce speeds and exponentially improve pedestrian safety is by means of roundabouts. That scenic improvements will also result is axiomatic, although in fairness to all of the proposed alternatives, anything we do will be an improvement.

Thank you for your consideration of these comments.

John Shuff

IT60-1

IT60-2



As businesses owners and members of the community we wish to register our concerns and desires regarding the Kings Beach Core Improvement project. It is important that our voices be heard. As a group we recommend the current alternative #3 as presented by Sierra Business Council, with modifications. This is the alternative with 4 lanes of traffic 2 east and 2 west, left turn pockets and pedestrian lights at Bear, Fox and Secline as well as year round on street parking.

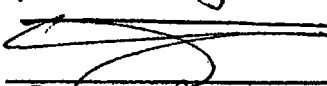
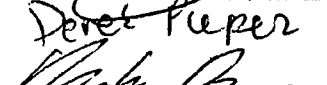
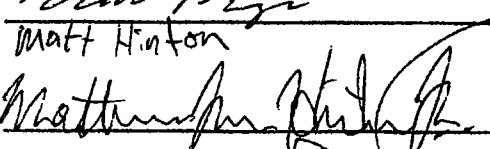
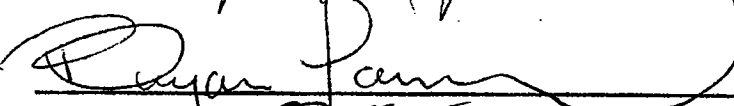

IT61-1

In addition it is still a beautification project with 5-7 foot sidewalks as well as all the mandated water quality improvements such as curbs, gutters storm drains and catch basins. We feel that this alternative meets the needs of the town, the businesses, the tourists and the lake.

We recognize that traffic needs to be slowed, however this needs to be done without causing gridlock and without pushing more traffic onto the neighborhood streets. We also recognize that pedestrian crossing lights are an effective alternative and that simply having a visible presence of law enforcement during daylight hours will also help the cause.

IT61-2

We the undersigned are business owners and community members located in Kings Beach, Tahoe Vista, Incline Village, Truckee and other affected areas of the basin. We feel that this issue is too important and we request that Placer County Board of Supervisors, California Department of Transportation and Tahoe Regional Planning Agency register our concerns before committing to any project meant for Highway 28 through the Kings Beach Core area in Placer County, California.

Name/Name of Business	Street Location	Mailing address	E-MAIL	Phone
Travis Sergi	8604 Loch Leven	Box 278		4140325
				
				
Matt Hinton				
				
				
				



As businesses owners and members of the community we wish to register our concerns and desires regarding the Kings Beach Core Improvement project. It is important that our voices be heard. As a group we recommend the current alternative #3 as presented by Sierra Business Council, with modifications. This is the alternative with 4 lanes of traffic 2 east and 2 west, left turn pockets and pedestrian lights at Bear, Fox and Secline as well as year round on street parking.

IT62-1

In addition it is still a beautification project with 5-7 foot sidewalks as well as all the mandated water quality improvements such as curbs, gutters storm drains and catch basins. We feel that this alternative meets the needs of the town, the businesses, the tourists and the lake.

We recognize that traffic needs to be slowed, however this needs to be done without causing gridlock and without pushing more traffic onto the neighborhood streets. We also recognize that pedestrian crossing lights are an effective alternative and that simply having a visible presence of law enforcement during daylight hours will also help the cause.

IT62-2

We the undersigned are business owners and community members located in Kings Beach, Tahoe Vista, Incline Village, Truckee and other affected areas of the basin. We feel that this issue is too important and we request that Placer County Board of Supervisors, California Department of Transportation and Tahoe Regional Planning Agency register our concerns before committing to any project meant for Highway 28 through the Kings Beach Core area in Placer County, California.

Name/Name of Business      Street Location Mailing address      Phone

SANDRA HARRISON *Sandra Harrison* 6/8/07 9781 Brockway Springs Dr. 530  
Kings Beach, 96143 546-7780

CAESAR J. NAPLES *Caesar J. Naples* 6/8/07 9781 Brockway Springs Dr. 530  
Kings Beach, 96143 546-7780

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We the owners of businesses located on Highway 28 in the Kings Beach corridor wish to register our concerns regarding the Kings Beach Corridor road remodeling project. It is important that our voices be heard in this regard. We realize that doing something would be nice however, in slowing down traffic by restricting flow will bring traffic to a standstill for hours at a time. This makes for very unhappy visitors as well as locals. Restricting highway parking either "seasonally" or permanently our businesses would be economically crippled in such a fashion that most of us will be forced to close our doors permanently. Because of the nature of the area and the weather most our businesses would be considered "drive-up" businesses.

IT63-1

IT63-2

The issues as we see them are:

- 1) Emergency access for police, ambulance and fire would be interfered with. Long lines of stopped traffic would be impossible to get through for hours at a time.
- 2) There would be no handicap access in violation of ADA compliance.
- 3) Deliveries of goods and services to our businesses would be difficult to impossible if shipping companies cannot stop and unload at our business locations
- 4) People want and need the convenience of store front parking in order to utilize these businesses. They do not want to carry large, heavy, cumbersome items and objects any distance to satellite parking lots
- 5) We frequently have inclement weather making walking distances uncomfortable.
- 6) Those of us with alternate parking will have to police our lots so that people do not abuse parking privileges
- 7) Traffic diverted to back and side streets will greatly increase the number of pedestrian versus auto accidents foot traffic orientated neighborhoods. These roads are not designed to accommodate heavy traffic.

IT63-3

IT63-4

IT63-5

IT63-6

IT63-7

IT63-8

We recognize that traffic needs to be slowed. We also recognize that simply having a visible presence of law enforcement during daylight hours does wonders for that issue. Sidewalks of 5 feet are plenty and curbs and gutters for water runoff do not need 40 million dollar expenditure over 5 years. We are not interested in paying an additional \$7,500 per year, per business as suggested for sidewalk up keep. We need to be sensible, logical and reasonable about the changes in our community.

IT63-9

IT63-10

IT63-11

We the undersigned are business owners located in the Kings Beach Corridor and want the Placer County Board of Supervisors and TRPA to register our concerns before committing to any project meant for Highway 28/89 in Placer County, California.



Name	Address	Phone
Richard C. Jones	539 Brunswick K.B.	546-2412
Uwe Jones	735 Spackled K.B.	546-8746
Robert Johnson	477 Brunswick Ave	546-2877
Sara Johnson	628 Midway Ave	546-1060
William Johnson	784 Brunswick Ave	546-1037
Samuel Johnson	548 Brunswick Ave	546-2749
Walter Johnson	696 Brunswick Ave	546-7620
Richard Johnson	641 Brunswick Ave	546-7620
John Johnson	641 Brunswick Ave	546-3420
William Johnson	539 Brunswick Ave	546-2412
Robert Johnson	531 Brunswick	546-1208
John Johnson	9795 Brockway Springs S.S.	546-7333
John Johnson	1115 Bristol K.R.	546-2888
Robert Johnson	1030 Brunswick Ave	546-8715
Robert Johnson	9597 N. 1st Ave. K.B.	546-2020
Matthew Johnson	P.O. Box 116 K.B. 96143	546-2002
John Johnson	8710 N. 1st Ave. K.B.	546-2020
John Johnson	8710 N. 1st Ave. K.B.	96143-546-2020
John Johnson	1115 Bristol K.R. 96143	546-2888
John Johnson	8736 N. 1st Ave. K.B.	546-2135
John Johnson	512 Brunswick Ave. K.B.	546-4073
John Johnson	546-2137 9676 Lane St	
John Johnson	7876 N. 1st Ave. K.B.	546-4836
John Johnson	431 Brunswick	546-2065
John Johnson	7380 N. 1st Ave. K.B.	546-1002
John Johnson	7380 N. 1st Ave. K.B.	546-4449
John Johnson	P.O. Box 116 K.B.	546-2002
John Johnson	P.O. Box 116 K.B.	546-3370
John Johnson	P.O. Box 1146 K.B.	546-2297
John Johnson	P.O. Box 1995 K.B.	546-2888
John Johnson	P.O. Box 1120 K.B.	546-3335
John Johnson	P.O. Box 2240 K.B.	546-1000



Name	Address	Phone
Don Smith	551 BRASSIE K.B. CA 96143	530 448 3130 C
Don Smith	591 BRASSIE AVE K.B. CA 96143	530 448 3168 C
USCAR F. SALASADO	543 BRASSIE AVE K.B. CA 96143	775 338 644 (K)
LORNA THORN	7820 Moshie	530-546-7850
JOHN McDONALD	8457 STEELHEAD AVE	530-546-4698
ELIZABETH McDONALD	8457 STEELHEAD AVE	530-546-4698
KELVIN McDONALD	8457 STEELHEAD AVE	530-546-4698
ADAM McDONALD	8457 STEELHEAD AVE	530-546-2380
JOHN P. Mc	7842 Tiger Ave K.B. CA 96143	530-546-7443
Laura Whitelaw	8700 N. Lake Blvd K.B. CA	546-3305
Karen Regney	8700 N. Lake Blvd K.B. CA	546-3305
Ken Regney	8700 N. Lake Blvd K.B. CA	546-3305



Members of the King  
•Improvement Project

ALTERNATIVE #3 (4 LANE W/LIGHTS.

[illegible]



Members of the Kings Beach Community petition ~~against~~ <sup>FOR</sup> Kings Beach Core Improvement Project #3

Phone \_\_\_\_\_

Fubian George / Beruid 8715 Salmon #3 p.o. Box 251 Knap Beach

Armando Razo/Bervid 8715 Salmon #12 (530) 546-5768 P.O. Box 2505

Juan Ramon Gutierrez / Minnow Ave Kings Beach CA  
530-46-26-24  
P.O. Box 2151 P.O. Box 442

Jorge Ruiz/servid 87/5 salmon #30 (530) 546-43-80



# Residents in Support of -

Business Owners of Kings Beach Community petition against Kings Beach Core Improvement Project

<u>Name/Name of Business</u>	<u>Street Location Mailing address</u>	<u>Phone</u>
	P.O. Box 1482 Kings Beach Ca. 96143	
James Long	8343 Steelhead Ave K.B. CA. 96143	546-9387
	P.O. Box 1482	
Peggy Long	8343 Steelhead Ave. KB CA. 96143	546-1482
	P.O. Box 1237	546-9387
<del>Tom McQuinn</del>	<del>1035 Salisbury Ln. KB</del>	<del>546-6035</del>
	P.O. Box 1237	
Colleen Russell	1035 Salisbury Ln, KB	546-6035
Laurie Jys	6550 N. Lake Blvd Box 336	
	Tahoe Vista Tahoe Vista	546-5020
Dele Chamberlin	232 Vista Pines Box 1693	
	Tahoe Vista CB 96140	546-5685
Pam Chamberlin		



# Residents in Support of -

Business Owners of Kings Beach Community petition against Kings Beach Core Improvement Project

Name/Name of Business	Street Location Mailing address	Phone
James LARSEN Painting	Box 45 Tahoe Vista, CA 259 Estate Dr	546-2075
DB Gray	P.O. Box 1758 Tahoe City CA	581-2107
Kim Brayley	P.O. Box 36 Tahoe Vista, CA	96142
Gretchen Schumacher	P.O. Box 7788 100 Lassen Tahoe City	
Linda Lee Kaecker	P.O. Box 434 Tahoe Vista, CA	96148
Julie Glander	PO Box 6544 Tahoe City CA	96145
<del>Lynn Delaney</del>	<del>Sacramento (Natomas)</del>	
<del>Nina Murray</del>	<del>Sacramento (Natomas)</del>	
Nina Mead	P.O. Box 1032 T.C 3130 La Crosse Drive Carnelian Bay	961
JEANNE LITCHAKU	P.O. Box 392	TAHOE CITY
WRIKE E LIEDE	PO BOX 6598	TAHOE CITY

OOPS !!



Members of the Kings Beach Community petition against Kings Beach Core Improvement Project

[illegible]

December Thence - 3

8767  
N. L. Lee Blvd  
530-546 4146

Force Service & Supply

Cal Lth 8399 WL Blvd 53- 5746 2406

Tangle Cutting Co Box 375 Tangle Vista, CA 96148

10. Frank Crosby 8/06 HL BNC 546-2887

Bervid Custom Building Inc. by Jk Bervid 546.2297

Sweetbriar Inc. 8004 NLB. 546.2783



Business Owners of Kings Beach Community petition against Kings Beach Core Improvement Project

Name/Name of Business	Street Location	Mailing address	Phone
-----------------------	-----------------	-----------------	-------

P.O. Box 116

Edgar Campbell	7-11 Kings Beach	8593 N. Lake	546-2002
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Bandy Sam King		8501 N. LAKE	546-7788
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Dow Hoteling		8499 N LAKE	546 7437
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Lakeside Gallery			
John Owen	8636 N. Lake Beach		546-3135

John Owen		Lakeside Gallery PO Box 1268	546-3135
	8636 N. L. Blvd.	Kings Beach	



Members of the Kings Beach Community petition against Kings Beach Core Improvement Project

Name/Name of Business	Street Location	Mailing address	Phone
Indine Village Hot Tub	8619 Speckled #4		530-308-9522 76140-Carn. Bay
Plastic Carpet Co	145167 N. LAKE BLVD	Box 481	546-4279
J.R. ROUSS, LTD	<i>J.R. Rouss</i>		530-546-7155 362-1161 8547 SPECKLED AVE. POB 2979
Lake Tahoe Wellness Center	695 Wolf St		546-8201
Rockwood Tree Service	8197 Speckled		546-71637
Affordable Linen Services	<i>JJ</i>	615 Conn St.	546-4604
On Shore Cakes	Box 162 Carnation Bay		546-7578
Mike and Liz Tetthart	Twin Peaks Catering P.O. Box 2838	Kings Beach	546-3528
<del>Mad About Music</del>	8623 North Lake Blvd		530-414-
Boyle & Dana Wenger	Kings Beach	96143	0101
CHAR PIT	8732 N. LAKE BLVD	KB	530-5255552



Name/Name of Business

Street Location Mailing address

Phone

Brockway Bakery

Julie W. Wamscott

8710 N. Lake Blvd.

530 546 243

~~Biggum Bakery~~

~~John E. Wamscott~~

~~8710 N. LAKE BLVD~~

~~530 546 2431~~

Kindred The lighting showroom

8726 N. LK Blvd  
760-396-6276

Stevenson's Holiday Inn

Wayna Patel

8742

N. Lake Blvd.

530

546-2269

Stevenson's Holiday Inn

Anil Patel

8742

N Lake Blvd

530-546-2269

Sun N sand lodge

Wayna Patel

8308

N. lake blvd

530

546-2269

Sun-n-Sand Lodge

Anil Patel

8308

N Lake Blvd

530-546-2515

Tacos Jalisco Rosina C Martinez

8717 N Lake Blvd.

530

546

3256

Big 7 Motel

~~Robert Spurr~~

530(546-2545)

Waters of Tahoe Laundrette

530-546-7918

Chuck's Bait & Tackle

P.O. Box 2116

530

546

8425

Freshy Beach View Grill

(530 448-3106)



**Business Owners of Kings Beach Community petition against Kings Beach Core Improvement Project**

[illegible]

DON HALL  
Arcade games BOX 3688 I.V 89450

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JACQUI GRANDFIELD 290 AGATE RD 546-7136  
1281 KINGS BEACH



We the members of the Kings Beach, Tahoe Vista area want to register our concerns regarding the Kings Beach Corridor road remodeling project. It is important that our voices be heard in this regard. We realize that doing something would be nice, however, slowing down traffic by restricting flow will bring traffic to a standstill for hours at a time. It is conceivable that traffic could be backed up for as much as 5 hours based upon the traffic reports from the county. This makes for very unhappy visitors as well as locals. In addition restricting highway parking either "seasonally" or permanently would be inconvenient and could negatively impact our already fragile resort economy.

The issues as we see them are:

- 1) Emergency access for police, ambulance and fire would be interfered with. Long lines of stopped traffic would be impossible to get through for hours at a time.
- 2) There would be no handicap access to businesses in violation of ADA compliance.
- 3) Deliveries of goods and services to our businesses would be difficult or impossible if shipping companies cannot stop and unload at business locations
- 4) People want and need the convenience of store front parking in order to utilize these businesses. They do not want to carry large, heavy, cumbersome items and objects any distance to satellite parking lots
- 5) We frequently have inclement weather making walking distances uncomfortable.
- 6) Those businesses with alternate parking will have to police lots so that people do not abuse parking privileges.
- 7) Traffic will be diverted to back and side streets and will greatly increase the number of pedestrian versus auto accidents in neighborhoods that are foot traffic orientated. These roads are not designed to accommodate heavy traffic.
- 8) In addition we feel that the amount of money planned to be spent on this project could be used more wisely in other areas of our community.

We recognize that traffic needs to be slowed. We also recognize that simply having a visible presence of law enforcement during daylight hours does wonders for that issue. Sidewalks of 5 feet are plenty and curbs and gutters for water runoff do not need \$40 million dollar expenditure over 5 years. We are not interested in paying an additional \$7,500 per year, per business as suggested for sidewalk up keep. We need to be sensible, logical and reasonable about the changes in our community.

We the undersigned are residents and business people located in the Kings Beach Corridor and want the Placer County Board of Supervisors and TRPA to register our concerns before committing to any project meant for Highway 28/89 in Placer County, California.

IT64-1



Members of the Kings Beach Community petition against Kings Beach Core Improvement Project

Name/Name of Business      Street Location Mailing address      Phone

CRAIG

Craig Field 237 WOOD AVE 448-1061



## Kings Beach Beautification & Enhancement

**Wish List:** Please tell us your 5 most important ideas for our community.

1. Clean up the downtown Business corridor via sidewalks
2. Able to accommodate the 30,000 car trips everyday
3. Traffic flow in general without major backups
4. We fill a need for on street parking yr round
5. Some way to get CHP involved in our community as they are in Tahoe City.

IT65-1

IT65-2

IT65-3

IT65-4

IT65-5

**What are your ideas about:**

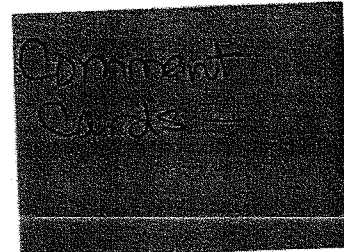
**Bus Stops / Delivery Zones:**

With on street parking we won't need delivery zone.

IT65-6

Cut outs for Bus Stops

IT65-7



**Landscapes / Sidewalks / Width of Traffic Lanes / Bikepaths:**

Landscaping should be done by businesses

IT65-8

Sidewalks - 6'-9' seems perfectly adequate.

IT65-9

Traffic Lanes - Normal for 4 lanes

IT65-10

Bikepaths are a good idea.

IT65-11

**Traffic Calming / Backstreets:**

3 lane option will clog backstreets where 4 lanes w a 25 mph, traffic lites + speed indicator at bottom of this hill will alleviate backstreet driving.

IT65-12



### ***Snow Removal:***

With 3 lane option traffic will be backed up forever. Snow removal in 1 lane roundabouts is very difficult

IT65-13

### ***Emergency Vehicles & Evacuation Plans:***

4 lane options seems to be best option

IT65-14

### ***Hispanic Community Outreach & Involvement :***

### ***Credits for Businesses that Lose Parking:***

Suppose but how would it be done.

IT65-15

### ***Parking or No Parking along the State Beach:***

No parking would hurt businesses in that corridor. If you have small children 2 hrs at the beach is good!! 2 hr limit fine.



This is an excerpt from The State University of New York at Buffalo's student newspaper, *Generation*, reporting on a proposal by the City of Buffalo to reconstruct a main business street with four lanes. The populace contended that a three-lane alternative better addressed the social, economic, and aesthetic needs and values of the community, as well as safety. Unlike the inclusive process utilized for this project, the citizens there were not initially heard:

*"In the windows of many University Heights businesses hangs a simple sign, designed with a twist of humor and irony. The sign, which features a Herring-esque depiction of a person being hit by a car within the borders of a stop sign, reads: 'Save Our Streets.' These signs are being displayed to oppose the City of Buffalo's plan, under the New York State Department of Transportation (DOT), to completely overhaul a three-mile long stretch of Main Street ...*

\*\*\*

*"The main differences between these two plans, known as Alternative 1 and Alternative 3 (named for their place in the list of the original four proposed alternatives), is that Alternative 1 does not widen the street at all, leaving it at its current width of 60 feet. The roads would look similar to the ones that exist currently—two 11 foot-wide travel lanes in each direction with 8 foot-wide parking lanes on both sides of the street. Alternative 3 would widen Main Street by 2.5 feet on each side, this space being taken from the curb and sidewalk. This would be used to form one 11 foot-wide travel lane and one 14 foot-wide shared travel lane in each direction, as well as an 8 foot-wide parking lane.*

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*"Along Main Street in the Heights, businesses are displaying petitions that call for another alternative. The petition cites, amongst other issues, that, 'Alternatives 1 and 3 do not address the social, economic, and aesthetic needs and values of the community. . . Do not show any flexibility in road design that would blend the design with the community environment. . . Eliminate on-street parking that is critical for the businesses in the community. . . Do not improve the safety or our residents, especially the elderly, children, and the disabled.' The petition recommends that a new alternative be offered which would, 'reduce the number of existing travel lanes to two lanes, one in each direction, plus a continuous two-way left-turn lane, two designated bicycle lanes, and two parking lanes providing maximum on-street parking.' All of this is to be constructed within 60 feet or less." (See, <http://www.subboard.com/generation/articles/98450683420474.asp>)*

Those citizens apparently had no process like that enjoyed by the residents of the North Shore for this project, yet came to the same conclusion as the one produced by the process in which we have been engaged for years.

However, the point of this excerpt in the context of the Kings Beach Commercial Core Improvement Project is that regardless of the change proposed, change generates opposition. If Highway 28 through Kings Beach was presently three lanes and it were proposed to widen it to four lanes, it is likely that the very same people would equally vigorously oppose it. The core members of the so-called citizens alliance are persistently change-resistant individuals who either (1) chose not to participate in the years-long process of trying to determine what to do with Main Street Kings Beach, or (2) were sometimes in attendance, but chose to await the result before expressing any criticism of the process, or (3) are simply trying to subvert the will of the participating majority because their preference did not carry the day. The design produced by the process may be fine-tuned to accommodate peculiar circumstances of hardship to individual citizens or businesses, but the over-all plan is the product of legitimate consensus, is sound and should be expeditiously implemented.

IT66-1

IT66-2



Placer County has done it again. This time they have proven that if you design a project with a narrow enough guidelines, appeal to frustrations, entice with a predetermined answer, ignore technical detail, and sell,sell,sell, you can convince some people.

Nothing is more attractive than an elixer that promises to relieve all problems with minimal side effects. The project is the Improvement of the Commercial Core. Placer County designed the language to address both "need" and "purpose."